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# Policy and Strategic Planning, Air

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1984
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91-05619/

# AIR TRAFFIC REVIEW

1984

TP 1715

Prepared by:

Statistics and Forecasts Branch
Policy and Strategic Planning
Aviation Group
Transport Canada
December 1985

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# INTRODUCTION

This series of annual reports was initiated by the Canadian Air Transportation Administration (CATA) in 1974 to provide an overview of Canadian air travel. Also included were supplementary discussions of United States', North Atlantic, and World air traffic, as well as discussions of the Canadian economic and energy situations, and an historical and forecast overview of the aggregate demand indicators.

It has been decided, for reasons of economy, to eliminate these addenda and to limit the report once again to a presentation of Canadian, U.S. and North Atlantic area traffic statistics, with a short explanatory text.

A brief summary of Canadian domestic and international travel trends, and of major factors affecting the reference year's traffic statistics, has also been retained, to aid users in their interpretation of the statistics.

## Canadian Air Traffic

The passenger and cargo traffic discussed in this chapter is based on aggregate (Top 30 Airports) and site specific data, using enplaned and deplaned (E&D) passengers and cargo as the traffic measure.

Normally, mainline unit toll* and charter traffic are reflected in these traffic tables. At present, the computer system used to process these statistics is in the final stages of a large-scale redevelopment project. Consequently, the 1984 passenger and cargo data available at this time are still preliminary, and provide no sector detail (i.e., breakdown by domestic, transborder or other international traffic).

Aircraft movement statistics, another measure of traffic on an airport basis, are presented in aggregate form for the 61 Transport Canada Tower airports, as well as individually for the Top 5 Canadian airports.

### I. Passenger Traffic

The figures in Table 1 indicate the mainline unit toll and international and domestic charter passenger volumes for 1983 and 1984, including the 84/83 year over year percentage change for the Top 30 airports.

Preliminary results for 1984 reflect a strong overall increase of 6.8% over 1983, a trend which actually began midway through 1983, and presents a favourable change from the declines in the traffic experienced in 1983 (-4.4%) and 1982 (-11.6%).

Mainline unit toll services, which accommodate over 90% of the total (mainline unit toll & international charter) traffic, increased by 7.0% over 1983 volumes. Full year data by sectors are not yet available.

Both domestic and international charter services exhibited moderate growth rates of 3.5% and 5.0%, respectively. Together, these two sectors of charter services still comprise less than 9% of the total (mainline unit toll & charter) traffic at the Top 30 sites.

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* That type of unit toll operation carried out by Air Canada, CP Air, and the four Regional Carriers (Eastern Provincial Airways, Quebecair, Nordair, and Pacific Western Airlines) as well as subcontracted services by these carriers. Norcanair's class 1 services are also included under Mainline Unit Toll services.

Table 2 presents the enplaned and deplaned passenger figures for the Top 3** airports. Preliminary data for 1984 indicate overall increases in traffic at all three major airports.

Montreal Area airports recorded the largest overall increase (10.1%), followed by Lester B. Pearson International (8.2%), and Vancouver International with 2.9%. As with the Top 30 Airports, the growth experienced in 1984 follows two successive years of decreases at all three sites.

The relative volume of charter traffic compared to scheduled remains small, averaging about 10% of the total traffic at each of the Top 3 airports. Total charter passenger volumes at Montreal Area airports increased 29.6% over 1983. Lester B. Pearson airport reported a modest 1.7% growth rate in 1984, while total charter services at Vancouver International reflected a 9.0% reduction in passenger volumes.

Among the three airports, Lester B. Pearson Int'l. still ranks first in overall passenger volumes, followed by Montreal Area and Vancouver airports.

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**For Montreal, traffic using Mirabel and Dorval is combined.

## TABLE 1

## E+D PASSENGERS TOP 30 AIRPORTS
(000's)

| | 1983 | 1984 Preliminary | % Change |
|---|---|---|---|
| Mainline Unit Toll | | | |
| Domestic | 28719.2 | N/A | N/A |
| Transborder | 7461.1 | N/A | N/A |
| Other Int'l. | 2467.6 | N/A | N/A |
| Total | 38647.6 | 41355.5 | 7.0 |
| Charter | | | |
| Domestic | 671.1 | 694.8 | 3.5 |
| International | 3090.5 | 3244.9 | 5.0 |
| Total | 3761.6 | 3939.7 | 4.7 |
| Grand Total | 42408.8 | 45295.2 | 6.8 |

Totals may not add due to rounding.

## TABLE 2

## E&D PASSENGERS "TOP 3" AIRPORTS
(000's)

| AIRPORT | 1983 TOTAL | 1984 PRELIMINARY | % Change |
|---|---|---|---|
| **Lester B. Pearson Int'l.[1]** | | | |
| Mainline Unit Toll | | | |
| Domestic | 7008.3 | N/A | N/A |
| Transborder | 3539.3 | N/A | N/A |
| Other International | 929.9 | N/A | N/A |
| Total | 11477.4 | 12535.5 | 9.2 |
| Charter | | | |
| Domestic | 312.1 | 277.8 | -11.0 |
| International | 1565.8 | 1632.0 | 4.2 |
| Total | 1877.9 | 1909.8 | 1.7 |
| GRAND TOTAL | 13355.3 | 14445.3 | 8.2 |
| **Montreal Area[2]** | | | |
| Mainline Unit Toll | | | |
| Domestic | 3293.4 | N/A | N/A |
| Transborder | 1645.0 | N/A | N/A |
| Other International | 960.8 | N/A | N/A |
| Total | 5899.3 | 6411.8 | 8.7 |
| Charter | | | |
| Domestic | 16.9 | 27.8 | 64.5 |
| International | 421.1 | 539.7 | 28.2 |
| Total | 438.0 | 567.5 | 29.6 |
| GRAND TOTAL | 6337.2 | 6979.3 | 10.1 |
| **Vancouver International** | | | |
| Mainline Unit Toll | | | |
| Domestic | 3963.9 | N/A | N/A |
| Transborder | 1172.5 | N/A | N/A |
| Other International | 361.3 | N/A | N/A |
| Total | 5497.7 | 5737.1 | 4.4 |
| Charter | | | |
| Domestic | 164.4 | 163.8 | -0.4 |
| International | 483.4 | 425.6 | -12.0 |
| Total | 647.9 | 589.4 | -9.0 |
| GRAND TOTAL | 6145.6 | 6326.5 | 2.9 |

[1] Toronto International Airport was renamed Lester B. Pearson International in December 1983.

[2] Montreal Area refers to operations at Dorval and Mirabel airports.

Totals may not add due to rounding.

## Canadian Air Traffic

### II Aircraft Movements

The number of landings and take-offs at the 61 Transport Canada tower-controlled airports decreased by 3.9% to 5,067,194 in 1984 and marks the fifth consecutive year for overall decreases. However, as seen in Table 3, this is the first time since 1980 that Itinerant traffic has shown an increase (1.8% in 1984), with Unit Toll operations showing a substantial increase of 11.7% over 1983. All other categories within the Itinerant movements class with the exception of Government Military movements, continued to decrease slightly from 1983 levels. Air Carrier movements (including Unit Toll and Charter) now comprise almost 18% of the total movements at these airports.

A decline in the level of total activity was observed at 35 of the 61 towered airports, predominantly in General Aviation or at those airports where local traffic accounted for the majority of movements. At the tower airports in total, Local movements fell once again, decreasing by 11.0% from 1983 volumes. Civil Local movements, still the predominant component of the Local category, sustained decreases of over 11% in 1984. While Military Local movements also decreased (2.8%), the overall decrease in the Local category was attributable to the Civil portion.

As illustrated in Table 4, three of the five leading airports in itinerant movements reported increased activity in 1984. With respect to their ranking, in terms of itinerant movements, no change was noted from the 1983 rankings.

Lester B. Pearson again was the only airport with increased activity over 1983, retaining its ranking attained in 1982, as busiest airport in terms of Itinerant movements. As in 1983, Vancouver, Dorval, Calgary and Edmonton Municipal ranked second, third, fourth and fifth, respectively.

TABLE 3

DISTRIBUTION OF TOTAL AIRCRAFT MOVEMENTS
AT TRANSPORT CANADA TOWER CONTROLLED AIRPORTS
1982, 1983, 1984

| Number of Airports | 1982 60 | | | 1983* 61 | | | 1984 61 | | |
|---|---|---|---|---|---|---|---|---|---|
| TYPE OF OPERATION | NUMBER | % OF TOTAL | % CHANGE OVER 1981 | NUMBER | % OF TOTAL | % CHANGE OVER 1982 | NUMBER | % OF TOTAL | % CHANGE OVER 1983 |
| Itinerant | | | | | | | | | |
| Air Carrier - Unit Toll | 768102 | 13.7 | -4.2 | 739411 | 14.0 | -3.7 | 826281 | 16.3 | 11.7 |
| - Charter | 66893 | 1.2 | -0.4 | 71252 | 1.4 | 6.5 | 68596 | 1.4 | -3.7 |
| Other Commercial | 1248506 | 22.3 | -20.8 | 1125984 | 21.4 | -9.8 | 1100554 | 21.7 | -2.3 |
| Private | 755177 | 13.5 | -14.8 | 741178 | 14.1 | -1.9 | 735198 | 14.5 | -0.8 |
| Government - Civil | 100708 | 1.8 | 6.9 | 103976 | 2.0 | 3.2 | 102751 | 2.0 | -1.2 |
| - Military | 100142 | 1.8 | -0.4 | 100862 | 1.9 | 0.7 | 102348 | 2.0 | 1.5 |
| TOTAL ITINERANT | 3067161** | 54.9 | -14.1 | 2912498** | 55.2 | -5.0 | 2966233** | 58.5 | 1.8 |
| Local | | | | | | | | | |
| Civil | 2436069 | 43.6 | -20.2 | 2260754 | 42.9 | -7.2 | 2004540 | 39.6 | -11.3 |
| Military | 86268 | 1.5 | 9.8 | 99079 | 1.9 | 14.9 | 96350 | 1.9 | -2.8 |
| TOTAL LOCAL | 2522606** | 45.1 | -19.4 | 2359868** | 44.8 | -6.5 | 2100961** | 41.5 | -11.0 |
| GRAND TOTAL | 5589767 | 100.0 | -16.6 | 5272366 | 100.0 | -5.7 | 5067194 | 100.0 | -3.9 |

* Due to a coding problem, some 1983 figures have been revised since the last publication. The categories affected include unit toll, charter, and other commercial.

** Due to a change in reporting system, further breakdown of itinerant and local movements at Vancouver Harbour are not available. Therefore, the sum of the components does not equal the total shown for itinerant and local movements.

TABLE 4

Five Leading Airports in Itinerant Movements
1982, 1983, 1984

| AIRPORT | 1982 | | 1983 | | 1984 | |
|---|---|---|---|---|---|---|
| | Rank | Number | Rank | Number | Rank | Number |
| Lester B. Pearson International | 1 | 234997 | 1 | 235467 | 1 | 253233 |
| Vancouver International | 2 | 227440 | 2 | 222526 | 2 | 218689 |
| Montreal (Dorval) | 4 | 155769 | 3 | 149092 | 3 | 156087 |
| Calgary International | 3 | 157857 | 4 | 147760 | 4 | 151131 |
| Edmonton Municipal | 5 | 139661 | 5 | 127930 | 5 | 126020 |

## Canadian Air Traffic

### III Air Cargo

The following are enplaned and deplaned (E&D) air cargo figures for the Top 30 airports in Canada:

TABLE 5

E&D CARGO TOP 30 AIRPORTS[1]
(000's Tonnes)

| | 1983 | 1984 Preliminary | % Change |
|---|---|---|---|
| Domestic | 331.5 | N/A | N/A |
| Transborder | 63.2 | N/A | N/A |
| Other International | 92.2 | N/A | N/A |
| Total Mainline Unit Toll Services | 487.3 | 548.1 | 12.5 |
| International Charter | 8.5 | N/A | N/A |
| Grand Total | 496.0 | N/A | N/A |

As discussed earlier, the 1984 statistics are not yet available by sector. Similarly, international charter cargo data was not produced during the system redevelopment period.

Preliminary figures for total mainline scheduled services indicate the continuation of even stronger growth than was experienced in 1983. An increase of 12.5% as compared to 9.0% in 1983 on mainline unit toll services brought the total cargo volumes handled at the Top 30 airports to at least 550,000 Tonnes (excluding charter cargo volumes).

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[1] These data are based on mainline unit toll and international charter services only. Equivalent cargo volumes are not reported by other carriers.

Again reflecting the trend seen at the Top 30 airports, the Top 3 airports in Canada all reported strong growth in cargo volumes carried on mainline scheduled services.

Preliminary 1984 figures show Lester B. Pearson with the highest growth (17.3%) over 1983, bringing this airport's portion to almost 40% of the cargo handled at the Top 30 airports.

Montreal Area airports recorded an increase of 9.8% over the previous year, while Vancouver followed closely with an 8.1% increase.

Air cargo figures in Table 6 reflect the 1983 and 1984 preliminary comparison of cargo volumes at the Top 3 airports. A separate tabulation for Mirabel was included in 1983 to show the effects of the Cargo Incentive Policy instituted at this airport in late 1982.

TABLE 6

E&D CARGO "TOP 3" AIRPORTS
(000's Tonnes)

| AIRPORT | 1983 TOTAL | 1984 PRELIMINARY | % Change |
|---|---|---|---|
| Lester B. Pearson Int'l.[1] | | | |
| Domestic | 116.3 | N/A | N/A |
| Transborder | 37.5 | N/A | N/A |
| Other International | 30.9 | N/A | N/A |
| Total Mainline Unit Toll Services | 184.7 | 216.6 | 17.3 |
| International Charter | 5.0 | N/A | N/A |
| GRAND TOTAL | 189.7 | N/A | N/A |
| Montreal Area[2] | | | |
| Domestic | 44.8 | N/A | N/A |
| Transborder | 10.1 | N/A | N/A |
| Other International | 46.7 | N/A | N/A |
| Total Mainline Unit Toll Services | 101.7 | 111.7 | 9.8 |
| International Charter | 1.8 | N/A | N/A |
| GRAND TOTAL | 103.5 | N/A | N/A |
| Mirabel | | | |
| Domestic | 20.7 | N/A | N/A |
| Transborder | 3.3 | N/A | N/A |
| Other International | 46.7 | N/A | N/A |
| Total Mainline Unit Toll Services | 70.7 | 78.3 | 10.7 |
| International Charter | 1.3 | N/A | N/A |
| GRAND TOTAL | 72.0 | N/A | N/A |
| Vancouver International | | | |
| Domestic | 54.4 | N/A | N/A |
| Transborder | 9.3 | N/A | N/A |
| Other International | 10.3 | N/A | N/A |
| Total Mainline Unit Toll Services | 75.0 | 81.1 | 8.1 |
| International Charter | 0.2 | N/A | N/A |
| GRAND TOTAL | 75.2 | N/A | N/A |

[1] Toronto International Airport was renamed Lester B. Pearson International in December 1983.

[2] Includes data for Dorval and Mirabel combined.

## Canadian Level I Carriers' System Traffic and Financial Results

Preliminary 1984 traffic results for Canada's seven major airlines (both unit toll and charter services) reflect continuation of the trend towards renewed growth, first noted during the fourth quarter of 1983.

Enplaned passengers increased by 7.2% in 1984 to a total of 22.6 million passengers, exceeding slightly the 1982 volumes. Improvement was also noted in the carriage of goods, with an increase of 11% reported in enplaned goods volumes.

Preliminary financial results for 1984 revealed total operating revenues of (Can.) $4.252 billion, an increase of 9.9% over 1983 final figures. Operating expenses, however, also increased, to $4.096 billion (a 6.4% increase), yielding an operating income of just under $156 million. This represents a significant improvement over the final operating income of just over $20 million earned in 1983.

Advance information for the period January through September 1985 indicates a gradual reduction in the rate of both passenger and goods traffic growth (approximately 3% each), while operating revenues and expenses are continuing to increase at rates of just under 10%.

As has been the trend in the last few years, the major Canadian airlines once again participated in a series of seat sales, offering deep discount fares. In 1984, 49.5% of domestic passengers travelled on discount[1] fares, compared with 45.1% in 1983. Measured in terms of passenger-kilometres, the discount carriage accounted for 57.9% of total domestic volume in 1984, up from 54.6% the previous year, suggesting that distance is a significant factor in discount fare utilization.

Comparisons of 1983 and 1984 preliminary traffic and financial statistics for the Canadian Level I Carriers are shown on Table 7. For the sake of consistency and comparison purposes, the data provided in this table are based on unit toll services only.

In addition, Table 8 provides information on fuel consumption and expenditures for the Level I carriers, as well as the Level II and III Canadian air carriers.

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[1] Discount fares include fares on Charter Class, Seat Sales, Advance Purchase Excursion, Group, etc.

## TABLE 7

### Canadian Level I Carriers - Unit Toll Services - Operating and Financial Statistics

| | 1983 | 1984 Preliminary | % Change |
|---|---|---|---|
| Passengers Enplaned (000) | 18,105 | 19,564 | 8.1 |
| Revenue Passenger Kilometres (000) | 31,287,789 | 34,203,490 | 9.3 |
| Passenger Load Factor (%) | 65.3 | 68.1 | 4.3 |
| Goods Tonne-Kilometres (000) | 962,841 | 1,068,202 | 10.9 |
| Total Operating Revenues (Can. $000) | 3,869,801 | 4,252,157 | 9.9 |
| Total Operating Expenses (Can. $000) | 3,849,526 | 4,096,196 | 6.4 |
| Operating Income (Loss) (Can. $000) | 20,275 | 155,961 | |

Source - Aviation Statistics Centre

## TABLE 8

FUEL CONSUMPTION AND EXPENDITURES FOR
CANADIAN AIR CARRIERS LEVELS I, II AND III, 1983-1984*

| TYPE OF FUEL AND OIL | | LEVEL I | | LEVEL II | | LEVEL III | | TOTAL | | % CHANGE |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 1983 | 1984 | 1983 | 1984 | 1983 | 1984 | 1983 | 1984 | 1984/83 |
| | | '000 | | '000 | | '000 | | '000 | | |
| Turbine Fuel | L | 3106033.9 | 3213531.1 | 65425.0 | 77285.7 | 162813.3 | 172394.4 | 3334272.2 | 3463211.2 | 3.9 |
| Cost | $ | 994791.6 | 1004122.9 | 25890.5 | 28730.9 | 67259.3 | 71349.7 | 1087941.3 | 1104203.4 | 1.5 |
| Gasoline | L | - | - | 7825.1 | 7319.9 | 41839.3 | 38193.6 | 49664.4 | 45512.5 | -8.4 |
| Cost | $ | - | - | 4375.1 | 3770.0 | 20510.9 | 20149.4 | 24886.0 | 23919.4 | -3.9 |
| Total Consumption of Fuel | L | 3106033.9 | 3213531.1 | 73250.1 | 84605.6 | 204652.6 | 210588.0 | 3383936.6 | 3508723.7 | 3.7 |
| Cost | $ | 994791.6 | 1004122.9 | 30265.6 | 32500.9 | 87770.2 | 91449.1 | 1112827.3 | 1128122.8 | 1.4 |
| Turbine Oil | L | 335.1 | 319.1 | 21.3 | 25.4 | 106.6 | 107.5 | 463.1 | 452.0 | -2.4 |
| Cost | $ | 1365.5 | 1783.2 | 112.0 | 157.4 | 607.7 | 669.6 | 2085.2 | 2610.2 | 25.1 |
| Piston Oil | L | - | - | 255.6 | 334.0 | 509.3 | 412.9 | 764.9 | 746.8 | -2.4 |
| Cost | $ | - | - | 317.3 | 415.6 | 798.7 | 868.8 | 1160.0 | 1284.4 | 15.1 |

*Preliminary
Source - Aviation Statistics Centre

## Observations on Air Travel in the U.S.A.

In 1984, the U.S. scheduled airlines carried a record 343 million passengers, representing an increase of 7.7% over the 319 million carried in 1983. Similar increases were noted in revenue passenger miles and aircraft departures. Passenger load factors, however, slipped one half of a percentage point, to 59.2%. Preliminary information on the first half of 1985 indicates continued strong growth in passenger traffic.

The industry also achieved significantly improved financial results in 1984, with a net profit of over U.S. $800 million, following three consecutive years of losses, and a record operating profit of U.S. $2.2 billion. With fuel costs dropping, and continued slow down of labour cost increases, unit costs actually dropped one percentage point. Likewise, total passenger yields (cents per passenger mile) increased by half a cent, to 12.1 ¢/RPM.

Projections for 1985 promise a second consecutive year of record operating profits, and continued increases in traffic.

Comparisons of 1983 and 1984 traffic and financial statistics for the U.S. scheduled airlines are shown on Table 9.

TABLE 9

U.S. Scheduled Airlines - Operating and Financial Statistics

| | 1983 | 1984 | % Change |
|---|---|---|---|
| Passengers Enplaned (000) | 318,638 | 343,264 | 7.7 |
| Revenue Passenger Miles (000) | 281,829,148 | 304,458,727 | 8.0 |
| (Revenue Passenger Kilometres) (000)[1] | 453,539,022 | 489,956,110 | |
| Passenger Load Factor (%) | 60.7 | 59.2 | -2.5 |
| Cargo Tonne Miles (000) | 7,573,014 | 8,168,805 | 7.9 |
| Total Operating Revenues (US. $000) | 38,953,672 | 43,825,047 | 12.5 |
| Total Operating Expenses (US. $000) | 38,643,262 | 41,673,536 | 7.8 |
| Operating Profit (US. $000) | 310,410 | 2,151,511 | |
| Net Profit (Loss) (US. $000) | (188,051) | 824,668 | |

Source: Air Transport 1985 - Air Transport Association of America

[1] Metric units have been provided where possible for comparison purposes.

## North Atlantic and World Air Traffic

### i) North Atlantic Traffic (NAT)

Over 22 million passengers travelled by air across the North Atlantic in 1984, reflecting almost 13% growth over 1983, the highest rate of growth recorded since 1972.

This high percentage increase was roughly the same in both the scheduled and charter services.

Flights also increased, by 11.5% over 1983 levels. Following the record load factor achieved in 1983, a further increase of 1 percentage point in 1984 brought the scheduled services load factor to 71%.

Passengers travel to/from the United States was 13% above the 1983 level. The continued strength of the U.S. dollar influenced travel trends: U.S. citizen travel was up by about 20% compared with only a marginal increase of about 2% in non-U.S. citizen travel.

Results for the Canadian market were also encouraging, with passengers up by 8%, reflecting the best overall increase in more than 10 years. The relative strength of the Canadian dollar compared with European currencies encouraged Canadian residents to visit Europe. Preliminary information indicates that Canadian originating traffic increased by more than 10% compared with about 4% for European-based passengers.

Annual percentage changes in passenger and flight volumes (NAT) over the last five years, and 1984 preliminary traffic figures, are shown in Table 10.

TABLE 10

North Atlantic Traffic 1980-1984

| Scheduled Services | Historic Trend: % Change Over Previous Year 1980 | 1981 | 1982 | 1983 | Year 1984: Preliminary | % Change |
|---|---|---|---|---|---|---|
| Flights | -0.4% | -0.2% | -2.7% | 0.2% | 93,267 | 9.8% |
| Passengers | 5.2% | 3.5% | -5.1% | 5.9% | 19,469,000 | 12.5% |
| **Charter Services** | | | | | | |
| Flights | -30.2% | 12.9% | 23.0% | -8.8% | 16,504 | 22.5% |
| Passengers | -30.2% | -7.6% | 22.4% | 8.1% | 2,674,000 | 13.6% |
| **All Services** | | | | | | |
| Flights | -4.8% | 1.2% | 0.4% | -1.1% | 109,771 | 11.5% |
| Passengers | -0.1% | 2.4% | -2.6% | 6.1% | 22,143,000 | 12.6% |

Note: These figures reflect the scheduled and charter traffic of all airlines operating on this route, including both IATA and non-IATA carriers.

Source: IATA World Air Statistics 1984.

ii) World Traffic

For the airline industry as a whole, 1984 represented improvement over 1983, with both the scheduled and non-scheduled air carriers experiencing solid growth.

During 1984, the airlines of ICAO Contracting States carried an estimated total of 157.33 billion tonne-km of traffic on scheduled domestic and international services, representing an increase of 8.1% over 1983 traffic.

Passenger-km recorded by these airlines (1265 billion in 1984) rose by an estimated 6.6%, while freight tonne-km grew by 12.8% and mail by 7%. Passenger traffic still accounted for almost 73% of the total tonne-km traffic carried.

Approximately 48% of the total volume of scheduled traffic handled by airlines of the 153 Contracting States of ICAO is accounted for by the carriers of two countries, the USA and the USSR (about 35 and 13%, respectively). As in previous years, these two countries' carriers again captured almost 80% of the world's total domestic traffic, while the international sector of scheduled services was more evenly distributed between the various countries, with the USA and United Kingdom claiming 17 and 9%, respectively.

Some improvement was noted in load factors during 1984, compared with those achieved in 1983, with the passenger load factor having increased by one percentage point from 64 to 65%.

Overall, the general upturn of economic activity was reflected in the growth of traffic which was fairly even throughout all regions of the world. Economic recovery, coupled with increased traffic demand permitted extensions of routes and new routes to be opened during the year.

Passenger traffic on non-scheduled operations reached an estimated total of 113.0 billion passenger-km, representing about 17% of total estimated world traffic (668.7 million passenger-km).

While total international non-scheduled passenger-kilometres performed throughout the world increased by an estimated 6% in 1984, overall non-scheduled traffic as a percentage of total dropped very slightly, to 16.9%.

With regard to financial results, the world's airlines as a whole recorded total operating revenues that significantly exceeded expenditures in 1984.

Preliminary estimates for 1984 reflect an overall operating profit of nearly 5% of total operating revenues, marking considerable improvement over the 1983 operating profit of 2%. An estimated US $105.0 billion in operating revenues by the scheduled airlines of ICAO Contracting States resulted in an 8% increase over the US $97.1 billion earned in 1983. Operating expenses for the same airlines are tentatively estimated at US $100.0 billion in 1984, an increase of 5% over the US $95.2 billion incurred in 1983.

The net result, derived from the operating result by taking into account non-operating items and taxes, cannot yet be estimated for 1984. However, in 1983, the world's scheduled airlines showed a net loss of US $800 million, representing 0.8% of operating revenues.

In 1984, the US airlines (Majors and Nationals) as a group accounted for 41% of the total operating revenues of the scheduled airlines of ICAO Contracting States (excluding domestic operations in the USSR). Subsequently, their share of the total profits is estimated to be in the order of US $2.3 billion, while the airlines of the rest of the world combined (excluding domestic operations in the USSR) are expected to attain profits of about US $2.7 billion.

Tables 11A and 11B provide a comparison of traffic volumes at the major airports in the world.

## TABLE 11-A

World's Ten Busiest Airports Based on
Commercial* Traffic Volumes - Aircraft Movements

| City-Airport | 1984 (Preliminary) Number in 000's | Rank Order |
|---|---|---|
| Chicago - O'Hare | 694.2 | 1 |
| Atlanta - Hartsfield | 648.2 | 2 |
| Dallas - Dallas/Ft. Worth | 501.8 | 3 |
| Los Angeles - Los Angeles Intl. | 474.9 | 4 |
| Denver - Stapleton | 446.2 | 5 |
| San Francisco - San Francisco Intl. | 348.5 | 6 |
| St. Louis - Lambert | 332.5 | 7 |
| Boston - Logan | 319.0 | 8 |
| Pittsburgh - Pittsburgh Intl. | 306.0 | 9 |
| New York - La Guardia | 302.9 | 10 |
| Canadian Three Busiest Airports' Comparative Volumes | | |
| Toronto - Lester B. Pearson | 210.6 | 23 |
| Vancouver - Vancouver Intl. | 164.1 | N/A |
| Montreal - Dorval | 121.3 | N/A |

*Refers to air services performed by scheduled or non-scheduled carriers which are available to the public for carriage of passengers, mail or cargo, for remuneration (Canadian equivalent of 'Air Carrier' and 'Other Commercial').

Source of foreign airport data: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1984.

## TABLE 11-B

World's Ten Busiest Airports Based on Commercial** Traffic Volumes - Enplaned & Deplaned Passengers

| City-Airport | 1984 (Preliminary) Number in 000's | Rank Order |
|---|---|---|
| Chicago - O'Hare | 44,028 | 1 |
| Atlanta - Hartsfield | 38,989 | 2 |
| Los Angeles - Los Angeles Intl. | 34,362 | 3 |
| Dallas - Dallas/Ft. Worth | 32,267 | 4 |
| New York - Kennedy | 29,935 | 5 |
| London - Heathrow | 29,147 | 6 |
| Denver - Stapleton | 28,806 | 7 |
| Tokyo - Tokyo Intl. (Haneda) | 26,377 | 8 |
| San Francisco - San Francisco Intl. | 24,193 | 9 |
| New York - Newark | 23,654 | 10 |
| Canadian Three Busiest Airports' Comparative Volumes | | |
| Toronto - Lester B. Pearson | 14,687 | 19 |
| Vancouver - Vancouver Intl. | 6,775 | N/A |
| Montreal - Dorval | 5,616 | N/A |

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**Note: In order to maintain as comparable a data base as possible, this figure includes traffic carried on mainline unit toll, other unit toll, and total air charter services.

Source of foreign airport data: ICAO Statistical Yearbook - Civil Aviation Statistics of the World - 1984.

## Canadian Travel Trends

### Travel Survey

Tourism Canada sponsors a quarterly travel survey administered as a supplement to the Labour Force Survey conducted by Statistics Canada. Only trips which begin in Canada and involve a distance of at least eighty kilometres are included in this survey. In 1984, the survey results indicate that:

- Between January and December 1984, Canadian residents made an estimated 66.6 million overnight person-trips by all modes to various destinations in Canada. Because the Canadian Travel Survey was not conducted in 1983, comparisons have to be made with 1982. The 1984 figure shows a 5% decrease in the number of overnight person-trips over 1982. Annual indicators, however, suggest that 1984 was a turning year as far as domestic travel is concerned. These indicators, such as air travellers, national parks visits, occupancy figures, etc. reveal that travel in Canada reached its lowest point in 1983 and started to show some gains in 1984 but was still less than in 1982.

- Of the domestic person-trips, 86% travelled by automobile, 6% by air, 4% by bus and 2% by train.

- In 1984, of the domestic person-trips taken by air, 56% were taken for business purposes, 19% for pleasure and personal reasons and 24% for visiting friends and relatives.

### International Travel

Statistics Canada conducts an on-going survey of international travel based on reports of entries and re-entries from border offices of Revenue Canada. The annual 1984 results are summarized below:

- The total number of residents and non-residents entering Canada by all modes decreased by 1.8% in 1984.

- While the majority of travel between Canada and the U.S. is still done by automobile, the number of Canadian residents and non-residents travelling between Canada and the U.S. by air increased by 5.8% and 10.0% respectively (excludes foreign travel via the U.S.).

- The number of non-residents entering Canada from countries other than the United States has increased by 6.3% while the number of Canadian residents returning from these countries has increased by 14.8%.

## APPENDIX "A"

1984 Preliminary historical series of Enplaned and Deplaned Passengers and Cargo at the "Top 30" Canadian Airports, and historical series of Aircraft Movements at Canadian Tower-Controlled Airports.

ENPLANED & DEPLANED PASSENGERS (000's) AT MAJOR CANADIAN AIRPORTS - BY SECTOR

PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS) AUX PRINCIPAUX AEROPORTS CANADIENS - PAR SECTEUR

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 Preliminary Préliminaire |
|---|---|---|---|---|---|---|---|---|---|---|
| Domestic/Intérieur | 26461.4 | 26204.5 | 26701.2 | 28334.3 | 32768.9 | 34769.5 | 34612.8 | 30335.7 | 28719.2 | N/A |
| Transborder/Transfrontalier | 5821.0 | 6466.7 | 6892.2 | 7493.4 | 8368.1 | 8623.9 | 8587.9 | 7691.6 | 7461.1 | N/A |
| Other International/ Autres internationaux | 2089.0 | 2206.6 | 2483.5 | 2594.2 | 2817.7 | 2680.1 | 2535.3 | 2395.4 | 2467.6 | N/A |
| Total Mainline/Total lignes principales | 34371.2 | 34872.6 | 36076.8 | 38421.9 | 43954.5 | 46073.4 | 45736.1 | 40422.2 | 38647.6 | 41,355.5 |
| Int'l Air Charter/ Affrètements aériens internationaux | 2031.4 | 2148.4 | 2280.5 | 2388.2 | 2506.4 | 2556.4 | 2605.1 | 2928.7 | 3090.5 | 3,244.9 |
| Domestic Air Charter/ Affrètements aériens intérieurs | | | | 156.3 | 114.9 | 215.6 | 367.6 | 496.5 | 671.1 | 694.8 |
| Total Air Charter/ Affrètements aériens totaux | 2031.4 | 2148.4 | 2280.5 | 2544.8 | 2621.4 | 2772.4 | 2972.6 | 3425.2 | 3761.6 | 3,939.7 |
| Mainline Unit Toll and Int'l Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens internationaux | 36402.6 | 37021.8 | 38357.7 | 40809.6 | 46461.1 | 48629.7 | 48341.0 | 43351.0 | 41738.0 | 44,600.4 |
| Mainline Unit Toll and Air Charter/ Services tarif unitaire des lignes principales et affrètements aériens | | | | 40965.8 | 46575.7 | 48845.6 | 48708.3 | 43847.2 | 42408.8 | 45,295.2 |

Totals may differ slightly due to roundings.
Il se peut que les additions ne concordent pas à cause de l'arrondissement.

Note: International air charter data were not available prior to 1970, and domestic air charter not until 1978.
Les données sur les affrètements aériens internationaux n'étaient pas disponibles avant 1970 et les données sur les affrètements aériens domestiques n'étaient pas disponibles avant 1978.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AERIENS - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES
(EN MILLIERS)

| | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRÉLIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 2963.0 | 3643.9 | 4096.6 | 4348.5 | 3899.9 | 3659.5 | 3736.5 | 2.1 |
| Charlottetown | 168.3 | 191.0 | 186.8 | 183.9 | 158.1 | 136.4 | 161.8 | 18.6 |
| Edmonton Mun. | 743.8 | 828.1 | 888.7 | 918.0 | 757.9 | 696.3 | 706.4 | 1.5 |
| Edmonton Intl. | 1805.8 | 2198.8 | 2438.1 | 2399.0 | 2132.0 | 1952.9 | 1992.7 | 2.0 |
| Fort St. John | 210.0 | 235.1 | 259.8 | 254.9 | 185.5 | 140.6 | 141.5 | 0.6 |
| Fredericton | 195.5 | 203.5 | 191.0 | 197.3 | 186.5 | 159.8 | 197.4 | 23.5 |
| Gander Intl. | 168.5 | 181.7 | 176.7 | 164.4 | 133.2 | 113.3 | 126.1 | 11.3 |
| Halifax Intl. | 1349.4 | 1509.5 | 1506.3 | 1564.8 | 1485.7 | 1378.4 | 1574.2 | 14.2 |
| Kamloops | 185 * | 215.7 | 232.7 | 235.5 | 166.2 | 146.1 | 141.8 | - 2.9 |
| Kelowna | 276 * | 339.9 | 394.4 | 414.3 | 344 * | 300 * | 341.8 | 13.9 |
| Lester B. Pearson Intl. | 12077.2 | 13753.3 | 14256.1 | 14260.0 | 13299.3 | 13355.3 | 14445.3 | 8.2 |
| Moncton | 201.7 | 234.6 | 239.3 | 233.8 | 213.2 | 200.3 | 218.5 | 9.1 |
| Montreal (Dorval) | 5569.1 | 6151.8 | 6275.4 | 6185.4 | 5408.2 | 5093.8 | 5560.4 | 9.2 |
| Montreal (Mirabel) | 1489.5 | 1531.4 | 1389.2 | 1217.9 | 1184.6 | 1243.4 | 1418.9 | 14.1 |
| Ottawa | 1658.4 | 1837.8 | 1909.2 | 1866.7 | 1798.5 | 1793.9 | 1971.8 | 9.9 |
| Prince George | 268.4 | 297.8 | 329.6 | 325.5 | 253.1 | 216.9 | 215.4 | - 0.7 |
| Quebec | 596.1 | 645.4 | 622.8 | 591.7 | 512.8 | 500.7 | 596.4 | 19.1 |
| Regina | 524.1 | 586.9 | 615.7 | 611.9 | 577.0 | 556.5 | 590.6 | 6.1 |
| Saint John | 184.4 | 205.8 | 203.0 | 190.9 | 170.7 | 163.8 | 168.2 | 2.7 |
| St. John's | 473.5 | 518.4 | 532.6 | 526.1 | 491.1 | 450.2 | 489.3 | 8.7 |
| Saskatoon | 458.0 | 554.4 | 597.9 | 600.9 | 562.5 | 536.4 | 583.0 | 8.7 |
| Sault Ste. Marie | 156.1 | 178.1 | 191.1 | 187.6 | 149.2 | 146.6 | 167.4 | 14.2 |
| Sept Iles | 207.3 | 227.7 | 194.9 | 174.0 | 125.3 | 131.1 | 159.1 | 21.4 |
| Sudbury | 183.6 | 207.6 | 214.8 | 195.2 | 152.3 | 133.3 | 139.2 | 4.4 |
| Sydney | 177.3 | 193.9 | 186.4 | 172.7 | 154.0 | 136.5 | 143.6 | 5.2 |
| Thunder Bay | 385.0 | 423.6 | 445.8 | 421.1 | 358.3 | 343.0 | 381.9 | 11.3 |
| Vancouver Intl. | 5512.5 | 6358.8 | 6968.5 | 7045.7 | 6209.7 | 6145.6 | 6326.5 | 2.9 |
| Victoria | 506.4 | 561.3 | 605.6 | 602.2 | 525.1 | 457.8 | 351.9 | -23.1 |
| Windsor | 270.1 | 321.0 | 327.7 | 297.1 | 235.6 | 180.9 | 193.5 | 7.0 |
| Winnipeg Intl. | 2001.8 | 2238.9 | 2368.9 | 2316.3 | 2017.7 | 1939.5 | 2054.1 | 5.9 |
| TOTAL | 40965.8 | 46575.7 | 48845.6 | 48708.3 | 43847.2 | 42408.8 | 45295.2 | 6.8 |

*Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL & INTERNATIONAL AIR CHARTER SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES ET AFFRETEMENTS AÉRIENS INTERNATIONAUX - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRÉLIMINAIRE | 1983/84% CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 2283.1 | 2427 * | 2633.3 | 2954.3 | 3629.9 | 4072.6 | 4272.1 | 3813.8 | 3573.1 | 3658.2 | 2.4 |
| Charlottetown | 158.5 | 155.2 | 165.8 | 166.9 | 190.7 | 186.8 | 183.9 | 158.1 | 136.4 | 159.4 | 16.9 |
| Edmonton Mun. | 607.5 | 668 * | 681.9 | 743.8 | 828.1 | 888.5 | 917.6 | 757.2 | 695.9 | 704.7 | 1.3 |
| Edmonton Intl. | 1441.8 | 1495 * | 1627.7 | 1802.2 | 2194.6 | 2424.9 | 2375.2 | 2105.1 | 1901.6 | 1944.9 | 2.3 |
| Fort St. John | 148.7 | 155.5 | 174.2 | 209.8 | 234.9 | 259.8 | 254.9 | 185.5 | 140.6 | 138.4 | - 1.6 |
| Fredericton | 169.4 | 177.7 | 194.0 | 195.5 | 203.5 | 191.0 | 197.3 | 186.5 | 159.7 | 197.2 | 23.5 |
| Gander Intl. | 151.6 | 154.5 | 155.0 | 168.5 | 180.1 | 174.9 | 163.2 | 133.2 | 113.3 | 126.0 | 11.2 |
| Halifax Intl. | 1212.4 | 1257.9 | 1289.4 | 1346.7 | 1507.8 | 1505.7 | 1564.5 | 1485.7 | 1359.4 | 1561.2 | 14.8 |
| Kamloops | 154.5 | 160 * | 175 * | 185 * | 215.4 | 232.5 | 235.3 | 166.2 | 146.1 | 141.3 | - 3.3 |
| Kelowna | 241.6 | 245 * | 260 * | 276 * | 339.9 | 391.8 | 412.1 | 344 * | 300 * | 325.3 | 8.4 |
| Lester B. Pearson Intl. | 10513.4 | 10782.2 | 11279.0 | 12014.6 | 13707.9 | 14169.8 | 14102.9 | 13086.9 | 13043.2 | 14167.5 | 8.6 |
| Moncton | 220.4 | 205.8 | 201.1 | 201.4 | 234.4 | 239.1 | 233.8 | 213.2 | 200.3 | 217.6 | 8.6 |
| Montreal (Dorval) | 6704.9 | 5260.2 | 5374.7 | 5560.0 | 6145.8 | 6269.6 | 6172.3 | 5391.8 | 5077.0 | 5533.1 | 9.0 |
| Montreal (Mirabel) | 93.8 | 1428.1 | 1432.5 | 1487.0 | 1530.0 | 1388.9 | 1217.6 | 1184.5 | 1243.4 | 1418.4 | 14.1 |
| Ottawa | 1510.0 | 1493.5 | 1573.1 | 1657.4 | 1836.2 | 1908.5 | 1865.1 | 1798.0 | 1793.2 | 1966.5 | 9.7 |
| Prince George | 211.0 | 213 * | 231.9 | 267.6 | 297.3 | 329.4 | 324.1 | 253.1 | 216.9 | 214.9 | - 0.9 |
| Quebec | 538.3 | 555.8 | 575.1 | 593.8 | 644.0 | 621.2 | 590.6 | 512.3 | 500.7 | 594.7 | 18.8 |
| Regina | 498.7 | 516.6 | 515.1 | 523.3 | 586.6 | 614.1 | 611.2 | 577.0 | 554.5 | 586.5 | 5.8 |
| Saint John | 208.1 | 187.5 | 169.4 | 184.3 | 205.8 | 203.0 | 190.9 | 170.7 | 163.8 | 168.0 | 2.6 |
| St. John's | 387.3 | 415.3 | 432.4 | 468.4 | 514.6 | 529.8 | 523.2 | 488.9 | 448.3 | 484.9 | 8.2 |
| Saskatoon | 427.4 | 436.1 | 443.5 | 458.0 | 553.8 | 596.5 | 600.8 | 562.3 | 529.8 | 574.2 | 8.4 |
| Sault Ste. Marie | 155.5 | 146.0 | 147.2 | 155.9 | 177.8 | 190.8 | 187.3 | 149.1 | 146.6 | 167.2 | 14.1 |
| Sept Iles | 230.9 | 199.2 | 225.3 | 207.2 | 227.6 | 194.9 | 174.0 | 125.2 | 131.1 | 156.2 | 19.1 |
| Sudbury | 177.1 | 179.5 | 176.3 | 183.6 | 207.3 | 214.6 | 195.0 | 152.3 | 133.1 | 138.8 | 4.3 |
| Sydney | 192.9 | 184.7 | 170.8 | 177.3 | 193.9 | 185.2 | 172.7 | 154.0 | 136.5 | 143.1 | 4.8 |
| Thunder Bay | 331.7 | 341.5 | 363.0 | 384.7 | 423.1 | 445.7 | 423.6 | 358.3 | 343.0 | 381.5 | 11.2 |
| Vancouver Intl. | 4677.1 | 4930 * | 5016.3 | 5483.2 | 6341.3 | 6904.0 | 6970.8 | 6074.2 | 5981.2 | 6162.7 | 3.0 |
| Victoria | 444 * | 433 * | 462.4 | 505.8 | 561.0 | 605.3 | 601.3 | 525.1 | 457.4 | 349.5 | -23.6 |
| Windsor | 333.6 | 302.6 | 265.5 | 269.6 | 320.7 | 326.5 | 296.5 | 233.7 | 179.0 | 190.8 | 6.6 |
| Winnipeg Intl. | 1977.4 | 1915.4 | 1946.8 | 1977.8 | 2227.1 | 2364.3 | 2311.2 | 2005.1 | 1932.9 | 2027.7 | 4.9 |
| TOTAL | 36402.6 | 37021.8 | 38357.7 | 40809.6 | 46461.1 | 48629.7 | 48341.0 | 43351.0 | 41738.0 | 44600.4 | 6.9 |

*Traffic estimate due to PWA reporting problems (note: estimate in 000's)
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - TOTAL DES PASSAGERS PAYANTS EMBARQUES ET DEBARQUES (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRELIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 2217.7 | 2335 * | 2528.9 | 2852.9 | 3479.8 | 3907.6 | 4118.5 | 3640.4 | 3365.6 | 3458.2 | 2.8 |
| Charlottetown | 158.1 | 155.0 | 165.1 | 166.3 | 190.2 | 186.8 | 183.9 | 158.1 | 135.9 | 159.1 | 17.1 |
| Edmonton Mun. | 606.6 | 665 * | 680.2 | 742.0 | 826.8 | 888.0 | 916.8 | 756.2 | 695.4 | 703.8 | 1.2 |
| Edmonton Intl. | 1356.5 | 1418 * | 1542.2 | 1709.3 | 2060.4 | 2275.9 | 2243.2 | 1965.0 | 1755.6 | 1790.5 | 2.0 |
| Fort St. John | 148.7 | 155.5 | 174.2 | 209.8 | 234.9 | 259.8 | 254.9 | 185.5 | 140.6 | 138.4 | - 1.6 |
| Fredericton | 169.2 | 177.7 | 194.0 | 195.2 | 203.5 | 191.0 | 197.3 | 186.5 | 159.6 | 197.2 | 23.6 |
| Gander Intl. | 149.6 | 149.7 | 152.3 | 165.8 | 178.1 | 173.3 | 161.4 | 131.8 | 111.9 | 124.7 | 11.4 |
| Halifax Intl. | 1188.9 | 1226.1 | 1251.4 | 1300.6 | 1476.7 | 1472.9 | 1536.8 | 1458.9 | 1331.1 | 1534.3 | 15.3 |
| Kamloops | 154.5 | 160 * | 175 * | 185 * | 215.4 | 232.5 | 235.3 | 166.2 | 146.1 | 141.3 | - 3.3 |
| Kelowna | 241.5 | 244 * | 259 * | 276 * | 339.9 | 391.8 | 412.1 | 344 * | 300 * | 324.0 | 8.0 |
| Lester B. Pearson Intl. | 9392.6 | 9670.0 | 10100.0 | 10794.1 | 12477.7 | 12952.6 | 12861.7 | 11689.2 | 11477.4 | 12535.5 | 9.2 |
| Moncton | 217.8 | 204.8 | 198.9 | 200.8 | 233.8 | 238.7 | 233.5 | 213.2 | 200.0 | 217.2 | 8.6 |
| Montreal (Dorval) | 6376.8 | 5196.6 | 5286.3 | 5440.4 | 6076.8 | 6164.3 | 5962.8 | 5135.7 | 4847.1 | 5290.3 | 9.1 |
| Montreal (Mirabel) | 70.8 | 1100.4 | 1085.2 | 1130.4 | 1172.0 | 1103.4 | 1044.5 | 1013.1 | 1052.2 | 1121.5 | 6.6 |
| Ottawa | 1493.2 | 1471.5 | 1543.8 | 1614.3 | 1801.6 | 1874.1 | 1834.7 | 1759.9 | 1753.4 | 1938.2 | 10.5 |
| Prince George | 211.0 | 213 * | 231.9 | 267.2 | 297.3 | 329.1 | 323.9 | 252.6 | 216.5 | 214.7 | - 0.8 |
| Quebec | 534.7 | 547.8 | 565.8 | 585.8 | 640.7 | 607.2 | 549.1 | 457.1 | 443.9 | 513.4 | 15.7 |
| Regina | 497.4 | 510.4 | 507.2 | 517.7 | 581.7 | 612.9 | 609.4 | 572.0 | 540.5 | 568.1 | 5.1 |
| Saint John | 208.0 | 187.5 | 169.4 | 184.3 | 205.8 | 202.8 | 190.9 | 170.7 | 163.8 | 167.7 | 2.4 |
| St. John's | 385.1 | 414.5 | 425.5 | 459.7 | 511.0 | 528.2 | 522.2 | 486.7 | 445.3 | 482.5 | 8.4 |
| Saskatoon | 424.8 | 429.7 | 438.0 | 454.0 | 549.6 | 594.3 | 591.1 | 545.1 | 512.0 | 550.6 | 7.5 |
| Sault Ste. Marie | 155.0 | 145.7 | 146.7 | 155.9 | 177.7 | 190.8 | 187.3 | 149.1 | 146.6 | 167.1 | 14.0 |
| Sept Iles | 230.9 | 199.2 | 225.3 | 207.2 | 227.5 | 194.9 | 174.0 | 125.2 | 131.1 | 156.2 | 19.1 |
| Sudbury | 176.7 | 179.0 | 175.9 | 181.8 | 207.3 | 213.8 | 194.6 | 152.3 | 133.0 | 138.8 | 4.4 |
| Sydney | 192.7 | 184.7 | 170.8 | 176.9 | 193.9 | 185.2 | 172.7 | 154.0 | 136.5 | 143.1 | 4.8 |
| Thunder Bay | 331.0 | 341.3 | 363.0 | 384.5 | 423.0 | 443.0 | 422.8 | 358.0 | 342.2 | 381.2 | 11.4 |
| Vancouver Intl. | 4464.5 | 4659 * | 4741.9 | 5203.2 | 5985.4 | 6477.6 | 6508.8 | 5548.2 | 5497.7 | 5737.1 | 4.4 |
| Victoria | 441 * | 427 * | 458.4 | 502.6 | 554.1 | 598.5 | 594.6 | 512.5 | 426.9 | 316.2 | -25.9 |
| Windsor | 244.8 | 239.6 | 234.2 | 241.7 | 282.8 | 285.4 | 255.3 | 208.4 | 167.9 | 190.1 | 13.2 |
| Winnipeg Intl. | 1931.1 | 1864.9 | 1886.3 | 1916.5 | 2149.1 | 2297.0 | 2242.0 | 1926.6 | 1871.8 | 1954.5 | 4.4 |
| TOTAL | 34371.2 | 34872.6 | 36076.8 | 38421.9 | 43954.5 | 46073.4 | 45736.1 | 40422.2 | 38647.6 | 41355.5 | 7.0 |

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - DOMESTIC ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES - PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR INTERIEUR (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1982/83 % CHANGE/DIFF. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 1901.1 | 1928 * | 2019.8 | 2263.3 | 2790.9 | 3178.5 | 3342.5 | 2958.7 | 2730.7 | -7.7 | |
| Charlottetown | 158.1 | 155.0 | 165.1 | 166.3 | 190.2 | 186.8 | 183.9 | 158.1 | 135.9 | -14.0 | |
| Edmonton Mun. | 606.6 | 665 * | 680.2 | 742.0 | 826.8 | 888.0 | 916.8 | 756.2 | 695.4 | -8.0 | |
| Edmonton Intl. | 1272.9 | 1300 * | 1431.8 | 1542.2 | 1848.5 | 2030.4 | 1929.2 | 1732.6 | 1587.1 | -8.4 | |
| Fort St. John | 148.7 | 155.5 | 174.2 | 209.8 | 234.9 | 259.8 | 254.9 | 185.5 | 140.6 | -24.2 | |
| Fredericton | 169.2 | 177.2 | 193.2 | 194.9 | 203.1 | 190.8 | 197.2 | 186.4 | 159.5 | -14.4 | |
| Gander Intl. | 132.0 | 134.0 | 139.3 | 152.6 | 164.5 | 161.5 | 148.4 | 118.5 | 98.7 | -16.7 | |
| Halifax Intl. | 1066.4 | 1111.1 | 1153.8 | 1209.3 | 1353.4 | 1379.2 | 1453.9 | 1396.7 | 1272.1 | -8.9 | |
| Kamloops | 154.5 | 160 * | 175 * | 185 * | 215.4 | 232.5 | 235.3 | 166.2 | 146.1 | -12.1 | |
| Kelowna | 241.5 | 244 * | 259 * | 276 * | 339.8 | 391.8 | 412.1 | 344 * | 300 * | -12.8 | |
| Lester B. Pearson Intl. | 5983.4 | 5908.2 | 5884.7 | 6249.2 | 7308.9 | 7743.1 | 7856.1 | 7117.6 | 7008.3 | -1.5 | |
| Moncton | 217.8 | 204.8 | 198.9 | 200.8 | 233.6 | 238.7 | 233.5 | 213.2 | 200.0 | -6.2 | |
| Montreal (Dorval) | 3953.4 | 3580.1 | 3559.1 | 3615.3 | 4104.0 | 4186.4 | 4045.7 | 3386.6 | 3230.7 | -4.6 | -4.5 |
| Montreal (Mirabel) | 9.9 | 116.7 | 107.5 | 116.2 | 118.5 | 105.5 | 70.7 | 60.8 | 62.7 | 3.1 | |
| Ottawa | 1461.4 | 1434.6 | 1500.8 | 1563.5 | 1747.8 | 1814.4 | 1758.0 | 1639.3 | 1625.0 | -0.9 | |
| Prince George | 211.0 | 213 * | 231.9 | 267.2 | 297.3 | 329.1 | 323.9 | 252.6 | 216.5 | -14.3 | |
| Quebec | 518.9 | 545.7 | 565.8 | 585.8 | 640.7 | 607.2 | 549.1 | 457.1 | 443.9 | -2.9 | |
| Regina | 497.4 | 510.4 | 507.2 | 517.7 | 581.7 | 612.9 | 594.4 | 551.5 | 520.9 | -5.5 | |
| Saint John | 193.6 | 173.8 | 155.0 | 170.2 | 189.4 | 187.8 | 178.1 | 159.1 | 150.8 | -5.2 | |
| St. John's | 385.1 | 414.5 | 425.5 | 459.2 | 510.6 | 528.2 | 522.2 | 486.7 | 445.3 | -8.5 | |
| Saskatoon | 424.8 | 429.6 | 437.9 | 454.0 | 549.6 | 594.3 | 591.1 | 544.9 | 511.9 | -6.1 | |
| Sault Ste. Marie | 155.0 | 145.7 | 146.7 | 155.9 | 177.7 | 190.8 | 187.3 | 149.1 | 146.6 | -1.7 | |
| Sept Iles | 230.9 | 199.2 | 225.3 | 207.2 | 227.5 | 194.9 | 174.0 | 125.2 | 131.1 | 4.7 | |
| Sudbury | 176.7 | 179.0 | 175.9 | 181.8 | 207.3 | 213.8 | 194.6 | 152.3 | 133.0 | -12.7 | |
| Sydney | 192.7 | 184.7 | 170.8 | 176.9 | 193.9 | 185.1 | 172.7 | 154.0 | 136.4 | -11.4 | |
| Thunder Bay | 314.1 | 323.1 | 343.6 | 362.9 | 401.5 | 425.2 | 422.8 | 358.0 | 342.2 | -4.4 | |
| Vancouver Intl. | 3369.7 | 3388 * | 3436.9 | 3764.4 | 4470.9 | 4887.4 | 4907.7 | 4152.3 | 3963.9 | -4.5 | |
| Victoria | 380.2 | 385 * | 403.4 | 441.8 | 494.9 | 541.8 | 546.0 | 481.9 | 401.2 | -16.7 | |
| Windsor | 244.8 | 239.5 | 234.2 | 241.7 | 282.8 | 285.2 | 255.3 | 208.4 | 167.9 | -19.4 | |
| Winnipeg Intl. | 1689.6 | 1599.1 | 1598.7 | 1661.2 | 1862.8 | 1998.4 | 1955.4 | 1682.2 | 1614.8 | -4.0 | |
| TOTAL | 26461.4 | 26204.5 | 26701.2 | 28334.3 | 32768.9 | 34769.5 | 34612.8 | 30335.7 | 28719.2 | -5.3 | |

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TRANSBORDER ENPLANED & DEPLANED REVENUE PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR TRANSFRONTALIER (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983`` | 1982/83 % CHANGE/DIFF. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 290.2 | 363.7 | 442.2 | 525.9 | 612.2 | 650.2 | 684.7 | 586.9 | 550.0 | -6.3 | |
| Charlottetown | | | | | | | | | | | |
| Edmonton Mun. | | | | | | | | | | | |
| Edmonton Intl. | 48.9 | 75.0 | 57.6 | 97.8 | 144.1 | 180.5 | 248.4 | 172.0 | 112.4 | -34.7 | |
| Fort St. John | | | | | | | | | | | |
| Fredericton | | 0.5 | 0.8 | 0.3 | 0.4 | 0.2 | 0.1 | | 0.1 | N/A | |
| Gander Intl. | | | | | | | | | | | |
| Halifax Intl. | 79.6 | 69.6 | 50.2 | 48.2 | 66.4 | 45.1 | 28.1 | 15.8 | 18.3 | 15.8 | |
| Kamloops | | | | | | | | | | | |
| Kelowna | | | | | 0.1 | | | | | | |
| Lester B. Pearson Intl. | 2613.1 | 2881.5 | 3135.6 | 3435.0 | 3931.3 | 4043.6 | 3978.9 | 3647.9 | 3539.3 | -3.0 | |
| Moncton | | | | 0.1 | 0.1 | | | 0.1 | | | |
| Montreal (Dorval) | 1504.5 | 1615.3 | 1707.5 | 1822.5 | 1972.0 | 1977.6 | 1915.6 | 1749.0 | 1615.9 | -7.6 | -7.1 |
| Montreal (Mirabel) | 1.4 | 27.2 | 19.1 | 21.8 | 23.6 | 21.9 | 23.7 | 22.4 | 29.1 | 29.9 | |
| Ottawa | 31.9 | 36.8 | 42.6 | 50.8 | 53.6 | 59.7 | 76.7 | 120.7 | 128.4 | 6.4 | |
| Prince George | | | | | | | | | | | |
| Quebec | 15.8 | 2.1 | | | | | | | | | |
| Regina | | | | | | | 15.0 | 20.5 | 19.6 | -4.4 | |
| Saint John | 14.5 | 13.6 | 14.4 | 14.2 | 16.4 | 15.1 | 12.8 | 11.7 | 12.9 | 10.3 | |
| St. John's | | | | 0.3 | | | | | | | |
| Saskatoon | | | | | | | | 0.2 | 0.2 | N/A | |
| Sault Ste. Marie | | | | | | | | | | | |
| Sept Iles | | | | | | | | | | | |
| Sudbury | | | | | | | | | | | |
| Sydney | | | | | | 0.1 | | | 0.1 | N/A | |
| Thunder Bay | 16.9 | 18.2 | 19.4 | 21.6 | 21.5 | 17.8 | | | | | |
| Vancouver Intl. | 929.1 | 1086 * | 1094.7 | 1180.7 | 1220.6 | 1290.7 | 1300.8 | 1089.0 | 1172.5 | 7.7 | |
| Victoria | 61 * | 42 * | 55.0 | 60.8 | 59.1 | 56.7 | 48.6 | 30.6 | 25.6 | -16.3 | |
| Windsor | | | | | | | | | 0.3 | N/A | |
| Winnipeg Intl. | 214.1 | 235.2 | 253.1 | 213.4 | 246.7 | 264.7 | 254.5 | 224.8 | 236.4 | 5.2 | |
| TOTAL | 5821.0 | 6466.7 | 6892.2 | 7493.4 | 8368.1 | 8623.9 | 8587.9 | 7691.6 | 7461.1 | -3.0 | |

* Traffic estimate due to PWA reporting problems (note: estimate in 000's).
Trafic estimé en raison de difficultés qu'a éprouvées PWA pour rendre compte de ses données (en milliers).

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - OTHER INT'L ENPLANED & DEPLANED REVENUE PASSENGERS

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
PASSAGERS PAYANTS EMBARQUES ET DEBARQUES SECTEUR AUTRES INTERNATIONAUX (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1982/83 % CHANGE/DIFF. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 26.4 | 44.0 | 66.9 | 63.6 | 76.7 | 78.9 | 91.2 | 94.8 | 84.9 | -10.4 | |
| Charlottetown | | | | | | | | | | | |
| Edmonton Mun. | | | | | | | | | | | |
| Edmonton Intl. | 34.7 | 43.4 | 52.8 | 69.4 | 67.8 | 65.0 | 65.5 | 60.5 | 56.1 | -7.3 | |
| Fort St. John | | | | | | | | | | | |
| Fredericton | | | | | | | | | | | |
| Gander Intl. | 17.6 | 15.7 | 13.0 | 13.2 | 13.6 | 11.8 | 13.0 | 13.4 | 13.1 | -2.2 | |
| Halifax Intl. | 42.9 | 45.5 | 47.5 | 43.1 | 56.9 | 48.6 | 54.9 | 46.4 | 40.8 | -12.1 | |
| Kamloops | | | | | | | | | | | |
| Kelowna | | | | | | | | | | | |
| Lester B. Pearson Intl. | 796.1 | 880.2 | 1079.7 | 1109.8 | 1237.5 | 1165.9 | 1026.8 | 923.8 | 929.9 | 0.7 | |
| Moncton | | | | | 0.2 | | | | | | |
| Montreal (Dorval) | 918.8 | 1.2 | 19.7 | 2.6 | 0.8 | 0.3 | 1.5 | 0.1 | 0.4 | N/A | 3.3 |
| Montreal (Mirabel) | 59.5 | 956.5 | 958.6 | 992.3 | 1030.0 | 976.0 | 950.1 | 929.8 | 960.4 | 3.3 | |
| Ottawa | | | 0.4 | | 0.2 | - | | | | | |
| Prince George | | | | | | | | | | | |
| Quebec | | | | | | | | | | | |
| Regina | | | | | | | | | | | |
| Saint John | | | | | | | | | | | |
| St. John's | | | | 0.2 | 0.4 | | | | | | |
| Saskatoon | | 0.1 | 0.1 | | | | | | | | |
| Sault Ste. Marie | | | | | | | | | | | |
| Sept Iles | | | | | | | | | | | |
| Sudbury | | | | | | | | | | | |
| Sydney | | | | | | | | | | | |
| Thunder Bay | | | | | | | | | | | |
| Vancouver Intl. | 165.7 | 185.3 | 210.3 | 258.1 | 294.0 | 299.5 | 300.3 | 307.0 | 361.3 | 17.7 | |
| Victoria | | | | | | | | | | | |
| Windsor | | 0.1 | | | | 0.2 | - | | | | |
| Winnipeg Intl. | 27.3 | 30.6 | 34.5 | 41.9 | 39.6 | 33.9 | 32.0 | 19.6 | 20.7 | 5.6 | |
| TOTAL | 2089.0 | 2202.6 | 2483.5 | 2594.2 | 2817.7 | 2680.1 | 2535.3 | 2395.4 | 2467.6 | 3.0 | |

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
TOTAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS TOTAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

| | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRÉLIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 110.1 | 164.1 | 189.0 | 230.1 | 259.5 | 293.9 | 278.3 | - 5.3 |
| Charlottetown | 2.0 | 0.8 | | | | 0.4 | 2.7 | N/A |
| Edmonton Mun. | 1.8 | 1.3 | 0.7 | 1.2 | 1.8 | 1.0 | 2.6 | N/A |
| Edmonton Intl. | 96.5 | 138.4 | 162.2 | 155.9 | 167.0 | 197.3 | 202.2 | 2.5 |
| Fort St. John | 0.2 | 0.2 | | | | | 3.1 | N/A |
| Fredericton | 0.3 | | - | | | 0.2 | 0.2 | 0.0 |
| Gander Intl. | 2.7 | 3.6 | 3.4 | 3.0 | 1.3 | 1.5 | 1.4 | - 6.7 |
| Halifax Intl. | 48.9 | 32.8 | 33.4 | 28.0 | 26.8 | 47.2 | 39.9 | -15.5 |
| Kamloops | | 0.3 | 0.2 | 0.2 | | 0.1 | 0.5 | N/A |
| Kelowna | 0.1 | | 2.6 | 2.2 | 0.2 | 0.2 | 17.8 | N/A |
| Lester B. Pearson Intl. | 1283.2 | 1275.6 | 1303.5 | 1398.3 | 1610.2 | 1877.9 | 1909.8 | 1.7 |
| Moncton | 0.9 | 0.8 | 0.6 | 0.2 | | 0.2 | 1.3 | N/A |
| Montreal (Dorval) | 128.8 | 75.0 | 111.1 | 222.6 | 272.5 | 246.8 | 270.1 | 9.4 |
| Montreal (Mirabel) | 359.1 | 359.4 | 285.8 | 173.4 | 171.5 | 191.2 | 297.4 | 55.5 |
| Ottawa | 44.2 | 36.2 | 35.1 | 32.0 | 38.6 | 40.5 | 33.6 | -17.0 |
| Prince George | 1.3 | 0.5 | 0.6 | 1.6 | 0.4 | 0.4 | 0.7 | 75.0 |
| Quebec | 10.3 | 4.7 | 15.6 | 42.6 | 55.7 | 56.8 | 83.0 | 46.1 |
| Regina | 6.4 | 5.2 | 2.7 | 2.6 | 5.1 | 16.0 | 22.5 | 40.6 |
| Saint John | 0.1 | | 0.2 | | | 0.1 | 0.5 | N/A |
| St. John's | 13.8 | 7.4 | 4.4 | 3.9 | 4.3 | 4.9 | 6.8 | 38.8 |
| Saskatoon | 4.0 | 4.8 | 3.6 | 9.7 | 17.4 | 24.4 | 32.4 | 32.8 |
| Sault Ste. Marie | 0.2 | 0.4 | 0.3 | 0.4 | 0.1 | | 0.3 | N/A |
| Sept Iles | 0.2 | 0.2 | 0.1 | | 0.1 | - | 2.9 | N/A |
| Sudbury | 1.8 | 0.2 | 1.1 | 0.6 | | 0.3 | 0.4 | 33.3 |
| Sydney | 0.4 | | 1.2 | | | | 0.5 | N/A |
| Thunder Bay | 0.5 | 0.7 | 2.8 | 3.3 | 0.3 | 0.8 | 0.7 | -12.5 |
| Vancouver Intl. | 309.3 | 373.4 | 490.9 | 537.0 | 661.4 | 647.9 | 589.4 | - 9.0 |
| Victoria | 3.8 | 7.2 | 7.1 | 7.6 | 12.6 | 30.9 | 35.7 | 15.5 |
| Windsor | 28.5 | 38.3 | 42.4 | 41.9 | 27.2 | 13.0 | 3.4 | -73.8 |
| Winnipeg Intl. | 85.4 | 89.9 | 71.8 | 74.3 | 91.2 | 67.7 | 99.6 | 47.1 |
| TOTAL | 2544.8 | 2621.4 | 2772.4 | 2972.6 | 3425.2 | 3761.6 | 3939.7 | 4.7 |

A dash indicates that less that 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
INTERNATIONAL AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERNATIONAUX - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRELIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 65.4 | 91.5 | 104.4 | 101.5 | 150.1 | 165.0 | 153.6 | 173.4 | 207.5 | 200.0 | - 3.6 |
| Charlottetown | 0.4 | 0.2 | 0.7 | 0.6 | 0.4 | | | | 0.4 | 0.3 | -25.0 |
| Edmonton Mun. | 0.9 | 2.9 | 1.7 | 1.8 | 1.3 | 0.5 | 0.9 | 1.0 | 0.6 | 0.9 | 50.0 |
| Edmonton Intl. | 85.3 | 76.7 | 85.5 | 92.9 | 134.2 | 149.0 | 132.0 | 140.0 | 146.0 | 154.4 | 5.8 |
| Fort St. John | | | | | | | | | | | |
| Fredericton | 0.2 | | | 0.2 | | - | | | 0.1 | | |
| Gander Intl. | 2.0 | 4.7 | 2.8 | 2.7 | 2.0 | 1.6 | 1.9 | 1.3 | 1.5 | 1.3 | -13.3 |
| Halifax Intl. | 23.6 | 31.8 | 38.0 | 46.1 | 31.1 | 32.8 | 27.6 | 26.8 | 28.3 | 26.9 | - 4.9 |
| Kamloops | - | | | | | | | | | | |
| Kelowna | 0.1 | 0.6 | 0.5 | 0.1 | | | | | | 1.3 | N/A |
| Lester B. Pearson Intl. | 1120.8 | 1112.3 | 1179.0 | 1220.5 | 1230.2 | 1217.2 | 1241.2 | 1397.7 | 1565.8 | 1632.0 | 4.2 |
| Moncton | 2.6 | 1.0 | 2.2 | 0.6 | 0.5 | 0.4 | 0.2 | | 0.2 | 0.4 | 100.0 |
| Montreal (Dorval) | 328.1 | 63.6 | 88.4 | 119.7 | 68.9 | 105.2 | 209.5 | 256.1 | 229.9 | 242.8 | 5.6 |
| Montreal (Mirabel) | 23.0 | 327.7 | 347.3 | 356.6 | 358.0 | 285.5 | 173.1 | 171.4 | 191.2 | 296.9 | 55.3 |
| Ottawa | 16.8 | 22.0 | 29.3 | 43.1 | 34.6 | 34.4 | 30.4 | 38.1 | 39.8 | 28.3 | -28.9 |
| Prince George | | | | 0.4 | | 0.3 | 0.2 | 0.4 | 0.4 | 0.2 | -50.0 |
| Quebec | 3.7 | 8.0 | 9.3 | 8.1 | 3.3 | 14.0 | 41.5 | 55.3 | 56.8 | 81.3 | 43.1 |
| Regina | 1.3 | 6.3 | 7.9 | 5.6 | 4.9 | 1.2 | 1.9 | 5.1 | 14.0 | 18.4 | 31.4 |
| Saint John | | | | | | 0.2 | | | 0.1 | 0.3 | N/A |
| St. John's | 2.2 | 0.8 | 6.9 | 8.8 | 3.6 | 1.6 | 1.0 | 2.2 | 3.0 | 2.4 | -20.0 |
| Saskatoon | 2.6 | 6.4 | 5.5 | 4.0 | 4.3 | 2.3 | 9.6 | 17.2 | 17.8 | 23.6 | 32.6 |
| Sault Ste. Marie | 0.4 | 0.3 | 0.5 | - | 0.1 | | | 0.1 | | 0.1 | N/A |
| Sept Iles | | 0.1 | | | - | | | | - | | |
| Sudbury | 0.4 | 0.5 | 0.4 | 1.8 | | 0.9 | 0.4 | | 0.1 | | |
| Sydney | 0.2 | | | 0.4 | | | | | | | |
| Thunder Bay | 0.7 | 0.3 | | 0.2 | 0.1 | 2.7 | 0.8 | 0.3 | 0.8 | 0.3 | -62.5 |
| Vancouver Intl. | 212.6 | 271.1 | 274.3 | 280.0 | 355.9 | 426.4 | 462.0 | 525.9 | 483.4 | 425.6 | -12.0 |
| Victoria | 3.0 | 6.0 | 4.1 | 3.2 | 6.9 | 6.9 | 6.7 | 12.6 | 30.5 | 33.3 | 9.2 |
| Windsor | 88.8 | 63.1 | 31.3 | 27.9 | 37.9 | 41.1 | 41.3 | 25.3 | 11.2 | 0.7 | -93.8 |
| Winnipeg Intl. | 46.3 | 50.5 | 60.5 | 61.4 | 78.1 | 67.2 | 69.3 | 78.5 | 61.1 | 73.2 | 19.8 |
| TOTAL | 2031.4 | 2148.4 | 2280.5 | 2388.2 | 2506.4 | 2556.4 | 2605.1 | 2928.7 | 3090.5 | 3244.9 | 5.0 |

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
DOMESTIC AIR CHARTER SERVICES - ENPLANED & DEPLANED PASSENGERS (000's)

PRINCIPAUX AEROPORTS CANADIENS
AFFRETEMENTS AERIENS INTERIEURS - PASSAGERS EMBARQUES ET DEBARQUES (EN MILLIERS)

| | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRÉLIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 8.7 | 14.0 | 23.9 | 76.4 | 86.1 | 86.4 | 78.3 | - 9.4 |
| Charlottetown | 1.4 | 0.4 | | | | | 2.4 | N/A |
| Edmonton Mun. | - | | 0.1 | 0.4 | 0.7 | 0.4 | 1.7 | N/A |
| Edmonton Intl. | 3.5 | 4.2 | 13.2 | 23.9 | 27.0 | 51.3 | 47.8 | - 6.8 |
| Fort St. John | 0.2 | 0.2 | | | | | 3.1 | N/A |
| Fredericton | - | | | | | 0.1 | 0.2 | 100.0 |
| Gander Intl. | | 1.7 | 1.9 | 1.1 | | | 0.1 | N/A |
| Halifax Intl. | 2.7 | 1.7 | 0.6 | 0.4 | | 18.9 | 13.0 | -31.2 |
| Kamloops | | 0.3 | 0.2 | 0.2 | | 0.1 | 0.5 | N/A |
| Kelowna | | | 2.6 | 2.2 | 0.2 | 0.2 | 16.5 | N/A |
| Lester B. Pearson Intl. | 62.7 | 45.4 | 86.3 | 157.1 | 212.5 | 312.1 | 277.8 | -11.0 |
| Moncton | 0.3 | 0.3 | 0.2 | | | | 0.9 | N/A |
| Montreal (Dorval) | 9.1 | 6.0 | 5.8 | 13.1 | 16.4 | 16.9 | 27.3 | 61.5 |
| Montreal (Mirabel) | 2.5 | 1.4 | 0.3 | 0.3 | 0.1 | | 0.5 | N/A |
| Ottawa | 1.1 | 1.6 | 0.7 | 1.6 | 0.5 | 0.7 | 5.3 | N/A |
| Prince George | 0.8 | 0.5 | 0.2 | 1.4 | | | 0.5 | N/A |
| Quebec | 2.2 | 1.4 | 1.6 | 1.1 | 0.4 | | 1.7 | N/A |
| Regina | 0.8 | 0.3 | 1.6 | 0.7 | | 2.0 | 4.1 | N/A |
| Saint John | 0.1 | | | | | | 0.2 | N/A |
| St. John's | 5.0 | 3.8 | 2.8 | 2.9 | 2.1 | 1.9 | 4.4 | N/A |
| Saskatoon | | 0.5 | 1.3 | 0.1 | 0.2 | 6.6 | 8.8 | 33.3 |
| Sault Ste. Marie | 0.2 | 0.3 | 0.3 | 0.4 | 0.1 | | 0.2 | N/A |
| Sept Iles | 0.2 | 0.2 | 0.1 | | 0.1 | | 2.9 | N/A |
| Sudbury | | 0.2 | 0.2 | 0.2 | | 0.2 | 0.4 | 100.0 |
| Sydney | | | 1.2 | | | | 0.5 | N/A |
| Thunder Bay | 0.3 | 0.6 | 0.1 | 2.5 | | | 0.4 | N/A |
| Vancouver Intl. | 29.3 | 17.5 | 64.4 | 75.0 | 135.5 | 164.4 | 163.8 | - 0.4 |
| Victoria | 0.6 | 0.3 | 0.2 | 0.9 | | 0.4 | 2.4 | N/A |
| Windsor | 0.6 | 0.3 | 1.2 | 0.6 | 1.9 | 1.9 | 2.7 | 42.1 |
| Winnipeg Intl. | 24.0 | 11.8 | 4.6 | 5.1 | 12.7 | 6.6 | 26.4 | N/A |
| TOTAL | 156.3 | 114.9 | 215.6 | 367.6 | 496.5 | 671.1 | 694.8 | 3.5 |

A dash indicates that less than 50 passengers are reported.
Un trait indique un nombre de passagers inférieur à 50.

MAJOR CANADIAN AIRPORTS
MAINLINE UNIT TOLL SERVICES - TOTAL ENPLANED & DEPLANED CARGO (000's Tonnes)

PRINCIPAUX AEROPORTS CANADIENS
SERVICES A TARIF UNITAIRE DES LIGNES PRINCIPALES -
TOTAL DES MARCHANDISES EMBARQUEES ET DEBARQUEES (EN MILLIERS DE TONNES METRIQUES)

| | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 PRELIMINARY/ PRÉLIMINAIRE | 1983/84 % CHANGE/DIFF. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calgary Intl. | 14.0 | 16.8 | 17.8 | 19.5 | 23.4 | 23.1 | 26.0 | 27.6 | 29.8 | 35.0 | 17.4 |
| Charlottetown | 1.2 | 1.3 | 1.2 | 1.0 | 1.1 | 1.1 | 1.2 | 1.0 | 1.0 | 0.9 | -10.0 |
| Edmonton Municipal | 3.1 | 2.1 | 2.3 | 1.4 | 1.7 | 2.0 | 1.8 | 2.1 | 1.9 | 1.8 | -5.3 |
| Edmonton Intl. | 17.2 | 18.3 | 20.1 | 24.8 | 24.0 | 28.0 | 24.9 | 25.0 | 27.4 | 29.0 | 5.8 |
| Fort St. John | 1.0 | 1.0 | 1.5 | 1.7 | 1.5 | 2.1 | 2.3 | 1.7 | 1.4 | 1.4 | 0.0 |
| Fredericton | 0.8 | 1.0 | 0.7 | 0.7 | 0.7 | 0.6 | 0.7 | 0.5 | 0.5 | 0.6 | 20.0 |
| Gander Intl. | 1.1 | 1.2 | 1.0 | 1.1 | 1.0 | 1.0 | 1.0 | 0.7 | 0.8 | 0.9 | 12.5 |
| Halifax Intl. | 11.3 | 10.2 | 12.1 | 12.4 | 13.5 | 12.4 | 16.1 | 14.5 | 14.6 | 18.3 | 25.3 |
| Kamloops | 0.8 | 0.3 | 0.4 | 0.4 | 0.5 | 0.5 | 0.6 | 0.4 | 0.4 | 0.4 | 0.0 |
| Kelowna | 0.3 | 0.5 | 0.6 | 0.7 | 1.0 | 1.0 | 0.8 | 0.8 | 0.8 | 1.0 | 25.0 |
| Lester B. Pearson Intl. | 128.9 | 145.6 | 152.0 | 161.9 | 176.6 | 172.9 | 170.6 | 167.6 | 184.7 | 216.6 | 17.3 |
| Moncton | 4.7 | 4.7 | 3.3 | 2.6 | 2.0 | 1.4 | 1.1 | 1.0 | 1.0 | 1.1 | 10.0 |
| Montreal (Dorval) | 105.3 | 42.5 | 45.7 | 42.9 | 42.4 | 38.9 | 35.9 | 28.1 | 31.0 | 33.4 | 7.7 |
| Montreal (Mirabel) | 4.4 | 60.1 | 60.3 | 68.0 | 76.5 | 69.0 | 65.1 | 62.3 | 70.7 | 78.3 | 10.7 |
| Ottawa | 5.9 | 5.9 | 5.6 | 5.4 | 5.4 | 5.5 | 5.3 | 4.9 | 4.7 | 5.0 | 6.4 |
| Prince George | 0.6 | 0.7 | 0.8 | 0.7 | 0.9 | 1.0 | 0.9 | 0.7 | 0.8 | 0.8 | 0.0 |
| Quebec | 2.3 | 2.2 | 3.8 | 1.6 | 1.6 | 1.7 | 1.5 | 1.3 | 1.2 | 1.7 | 41.7 |
| Regina | 2.9 | 3.2 | *3.1 | 2.8 | 2.3 | 2.2 | 2.4 | 1.9 | 1.6 | 1.8 | 12.5 |
| Saint John | 1.5 | 1.4 | 1.0 | 1.2 | 1.3 | 1.3 | 1.1 | 0.9 | 0.9 | 0.9 | 0.0 |
| St. John's | 7.1 | 6.9 | 6.9 | 6.9 | 6.4 | 6.4 | 7.2 | 7.0 | 7.6 | 7.8 | 2.6 |
| Saskatoon | 2.0 | 1.9 | *1.9 | 2.0 | 2.2 | 2.2 | 2.3 | 2.0 | 1.8 | 1.8 | 0.0 |
| Sault Ste. Marie | 0.4 | 0.4 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 |
| Sept Iles | 2.1 | 2.0 | 3.1 | 1.5 | 1.9 | 1.9 | 1.7 | 1.1 | 1.3 | 2.0 | 53.8 |
| Sudbury | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.2 | 0.0 |
| Sydney | 0.6 | 0.7 | 0.6 | 0.6 | 0.7 | 0.7 | 0.6 | 0.6 | 0.6 | 0.6 | 0.0 |
| Thunder Bay | 1.7 | 1.7 | 1.9 | 1.8 | 1.7 | 1.8 | 1.6 | 1.1 | 1.0 | 1.2 | 20.0 |
| Vancouver Intl. | 56.3 | 64.6 | 59.8 | 61.8 | 65.3 | 67.6 | 67.5 | 66.9 | 75.0 | 81.1 | 8.1 |
| Victoria | 1.0 | 1.0 | 1.1 | 1.4 | 1.4 | 1.4 | 1.5 | 1.3 | 1.1 | 0.9 | -18.2 |
| Windsor | 1.0 | 1.0 | 1.2 | 1.1 | 1.3 | 1.0 | 0.8 | 0.6 | 0.5 | 0.4 | -20.0 |
| Winnipeg Intl. | 21.5 | 21.6 | 20.7 | 23.1 | 26.0 | 24.7 | 27.6 | 23.0 | 22.8 | 23.0 | 0.9 |
| TOTAL | 401.3 | 421.1 | 431.1 | 451.6 | 484.8 | 473.9 | 470.6 | 447.0 | 487.3 | 548.1 | 12.5 |

* Data Incomplete
Données incomplètes

## TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
## TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

| AIRPORT<br>AÉROPORTS | TOTAL AIRCRAFT MOVEMENTS<br>TOTAL DES MOUVEMENTS D'APPAREILS | | | | | ITINERANT<br>VOLS ITINERANTS | | | | | LOCAL<br>VOLS LOCAUX | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1980 | 1981 | 1982 | 1983 | 1984 | 1980 | 1981 | 1982 | 1983 | 1984 | 1980 | 1981 | 1982 | 1983 | 1984 |
| Abbotsford | 163133 | 176268 | 115468 | 97371 | 89296 | 67274 | 71515 | 50255 | 44096 | 40414 | 95859 | 104753 | 65213 | 53275 | 48882 |
| Baie Comeau | 33537 | 28543 | 29460 | 31757 | 30601 | 23094 | 22194 | 18331 | 18279 | 18809 | 10443 | 6349 | 11129 | 13478 | 11792 |
| Boundary Bay[1] | - | - | - | 38037 | 96561 | - | - | - | 12837 | 37274 | - | - | - | 25200 | 59287 |
| Brandon | 64044 | 60611 | 55351 | 40684 | 39439 | 21040 | 20334 | 18045 | 15922 | 15621 | 43004 | 40277 | 37306 | 24762 | 23818 |
| Buttonville | 215944 | 199982 | 199172 | 195747 | 168859 | 68618 | 63706 | 60273 | 61002 | 60961 | 147326 | 136276 | 138899 | 134745 | 107898 |
| Calgary International | 235422 | 233170 | 198467 | 187731 | 195230 | 184881 | 188467 | 157857 | 147760 | 151131 | 50541 | 44703 | 40610 | 39971 | 44099 |
| Castlegar | 40551 | 40153 | 33417 | 26816 | 24110 | 14566 | 14325 | 13151 | 11383 | 12908 | 25985 | 25828 | 20266 | 15433 | 11202 |
| Charlottetown | 30317 | 21287 | 30617 | 29581 | 28042 | 16603 | 14290 | 15291 | 15061 | 16263 | 13714 | 6997 | 15326 | 14520 | 11779 |
| Edmonton International | 99913 | 94937 | 80885 | 75867 | 76044 | 89069 | 85045 | 67215 | 62415 | 63953 | 10844 | 9892 | 13670 | 13452 | 12091 |
| Edmonton Municipal | 194883 | 185963 | 144221 | 132306 | 130111 | 188026 | 176323 | 139661 | 127930 | 126020 | 6857 | 9640 | 4560 | 4376 | 4091 |
| Fort McMurray | 46895 | 62843 | 60753 | 51865 | 58647 | 36307 | 42427 | 37571 | 33404 | 39228 | 10588 | 20416 | 23182 | 18461 | 19419 |
| Fort St. John | 75261 | 70792 | 45715 | 39289 | 38301 | 56335 | 48230 | 34311 | 24577 | 24925 | 18926 | 22562 | 11404 | 14712 | 13376 |
| Fredericton | 88646 | 78319 | 55616 | 53975 | 53970 | 32902 | 32085 | 27370 | 25392 | 28414 | 55744 | 46234 | 28246 | 28583 | 25556 |
| Gander International | 32872 | 31510 | 36297 | 27114 | 30227 | 25442 | 25192 | 23679 | 22036 | 23890 | 7430 | 6318 | 12618 | 5078 | 6337 |
| Goose Bay | 30006 | 33139 | 33642 | 36017 | 38054 | 24375 | 26362 | 27048 | 27610 | 28685 | 5631 | 6777 | 6594 | 8407 | 9369 |
| Grande Prairie | 76574 | 71820 | 46793 | 41162 | 40463 | 52875 | 44138 | 33326 | 25931 | 25814 | 23699 | 27682 | 13467 | 15231 | 14649 |
| Halifax International | 84588 | 88429 | 79598 | 61466 | 67748 | 56418 | 57323 | 54818 | 47244 | 54546 | 28170 | 31106 | 24780 | 14222 | 13202 |
| Hamilton City | 207260 | 176871 | 158783 | 126416 | 116994 | 65847 | 53665 | 49196 | 41263 | 40111 | 41413 | 123206 | 109587 | 85153 | 76883 |
| Kamloops | 86332 | 80464 | 60548 | 59389 | 50401 | 42161 | 41803 | 32722 | 30618 | 27507 | 44171 | 38661 | 27826 | 28771 | 22894 |
| Kelowna | 70881 | 75499 | 49777 | 44850 | 39846 | 39794 | 40176 | 32343 | 28873 | 27558 | 31087 | 35323 | 17434 | 15977 | 12288 |
| Langley | 203664 | 174017 | 122031 | 115008 | 97817 | 63944 | 60460 | 42345 | 41392 | 35624 | 39720 | 113557 | 79686 | 73616 | 62193 |
| Lester B. Pearson Int'l | 254910 | 248318 | 238502 | 238305 | 257014 | 249874 | 245987 | 234997 | 235467 | 253233 | 5036 | 2331 | 3505 | 2838 | 3781 |
| Lethbridge | 50283 | 57180 | 45980 | 44994 | 46401 | 25911 | 28085 | 25063 | 21395 | 21662 | 24372 | 29095 | 20917 | 23599 | 24739 |
| London | 143315 | 120577 | 115356 | 130821 | 121008 | 61794 | 54557 | 47617 | 48187 | 51517 | 81521 | 66020 | 67739 | 82634 | 69491 |
| Mirabel International | 49059 | 45199 | 43375 | 46079 | 51673 | 37513 | 31304 | 29253 | 34303 | 36392 | 11546 | 13895 | 14122 | 11776 | 15281 |
| Moncton | 132988 | 115131 | 83896 | 86137 | 76749 | 46225 | 44695 | 36474 | 35368 | 32550 | 86763 | 70436 | 47422 | 50769 | 44199 |
| Montreal (Dorval) | 174458 | 168817 | 156606 | 149661 | 157082 | 172590 | 167649 | 155769 | 149092 | 156087 | 1868 | 1168 | 837 | 569 | 995 |
| North Bay | 100026 | 87542 | 97918 | 100826 | 96519 | 41284 | 36915 | 37616 | 31712 | 33166 | 58742 | 50627 | 60302 | 69114 | 63353 |
| Oshawa | 136309 | 114200 | 98213 | 98504 | 100189 | 43100 | 39381 | 32532 | 34422 | 35731 | 93209 | 74819 | 65681 | 64082 | 64458 |
| Ottawa | 209470 | 199926 | 172446 | 161882 | 163391 | 118490 | 113522 | 107737 | 109015 | 111542 | 90980 | 86404 | 64709 | 52877 | 51849 |
| Penticton | 65324 | 51368 | 38173 | 32030 | 27923 | 28715 | 26957 | 21432 | 18932 | 18713 | 36609 | 24411 | 16741 | 13098 | 9210 |
| Pitt Meadows | 279963 | 251048 | 155804 | 123124 | 101907 | 71158 | 69362 | 51319 | 45446 | 40146 | 208805 | 181686 | 104485 | 77678 | 61761 |
| Prince George | 89514 | 77044 | 58451 | 49563 | 49550 | 48793 | 49124 | 36625 | 32806 | 30868 | 40721 | 27920 | 21826 | 16730 | 18682 |
| Quebec | 139987 | 145587 | 126150 | 110241 | 113283 | 90423 | 89850 | 82978 | 74430 | 80099 | 49564 | 55737 | 43172 | 35811 | 33184 |
| Regina | 114938 | 119474 | 95184 | 95887 | 93993 | 62250 | 64640 | 57093 | 54546 | 53622 | 52688 | 54834 | 38091 | 41341 | 40371 |
| Saint John | 47709 | 42369 | 34532 | 30301 | 28346 | 21632 | 20385 | 19130 | 16774 | 16993 | 26077 | 21984 | 15402 | 13527 | 11353 |
| Saskatoon | 138071 | 133133 | 103283 | 98183 | 99554 | 66950 | 68773 | 56230 | 53707 | 56579 | 71121 | 64360 | 47053 | 44476 | 42975 |

[1] Boundary Bay became a tower-controlled airport in June 1983.
L'aéroport de Boundary Bay fut doté d'une tour de contrôle en juin 1983.

TOTAL AIRCRAFT MOVEMENTS TRANSPORT CANADA TOWER AIRPORTS
TOTAL DES MOUVEMENTS D'APPAREILS TOURS DE TRANSPORTS CANADA

| AIRPORT AÉROPORTS | TOTAL AIRCRAFT MOVEMENTS TOTAL DES MOUVEMENTS D'APPAREILS | | | | | ITINERANT VOLS ITINERANTS | | | | | LOCAL VOLS LOCAUX | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1980 | 1981 | 1982 | 1983 | 1984 | 1980 | 1981 | 1982 | 1983 | 1984 | 1980 | 1981 | 1982 | 1983 | 1984 |
| Sault Ste. Marie | 58382 | 55384 | 53246 | 50566 | 49957 | 27643 | 26890 | 22630 | 22802 | 22859 | 30739 | 28494 | 30616 | 27764 | 27098 |
| Sept Iles | 66201 | 67543 | 54179 | 42046 | 39558 | 44404 | 45810 | 38986 | 34668 | 36068 | 21797 | 21733 | 15193 | 7378 | 3490 |
| Springbank | 227702 | 231736 | 170218 | 137771 | 120190 | 56923 | 60912 | 47784 | 40618 | 34614 | 170779 | 170824 | 122434 | 97153 | 85576 |
| St. Andrews | 224186 | 203341 | 139935 | 121940 | 100664 | 53019 | 47892 | 34563 | 28521 | 26414 | 171167 | 155449 | 105372 | 93419 | 74250 |
| St. Catharines | 103358 | 90440 | 74615 | 75888 | 59968 | 30938 | 29099 | 23977 | 22885 | 19794 | 72420 | 61341 | 50638 | 53003 | 40174 |
| St. Honoré | 103911 | 105204 | 80878 | 82631 | 84367 | 23887 | 23737 | 18056 | 18554 | 21280 | 80024 | 81467 | 62822 | 64077 | 63087 |
| St. Hubert | 289148 | 263414 | 244646 | 235414 | 179518 | 106631 | 87552 | 79707 | 82450 | 67218 | 182517 | 175862 | 164939 | 152964 | 112300 |
| St. Jean | 76271 | 75102 | 53242 | 46105 | 44392 | 32087 | 33420 | 18865 | 16488 | 15893 | 44184 | 41682 | 34377 | 29617 | 28499 |
| St. John's | 66164 | 71470 | 57356 | 52335 | 43839 | 30484 | 32724 | 29293 | 28321 | 28209 | 35680 | 38746 | 28063 | 24014 | 15630 |
| Sudbury | 70159 | 63857 | 62559 | 91034 | 75560 | 31290 | 30769 | 26751 | 25935 | 27074 | 38869 | 33088 | 35808 | 65099 | 48486 |
| Sydney | 19660 | 17550 | 10346 | 9615 | 10158 | 12042 | 11463 | 8988 | 8047 | 8179 | 7618 | 6087 | 1358 | 1568 | 1979 |
| Thompson | 36929 | 41264 | 34779 | 35020 | 39823 | 26171 | 28241 | 25885 | 25496 | 28267 | 10758 | 13023 | 8894 | 9524 | 11556 |
| Thunder Bay | 107182 | 110427 | 112659 | 108551 | 96006 | 47340 | 46834 | 44135 | 42661 | 46414 | 59842 | 63593 | 68524 | 65890 | 49592 |
| Toronto Island | 195404 | 214581 | 208006 | 194195 | 150912 | 51229 | 60793 | 65766 | 62634 | 60749 | 144175 | 153788 | 142240 | 131561 | 90163 |
| Val D'or | 35293 | 38806 | 28078 | 24376 | 17867 | 24607 | 25415 | 20007 | 17276 | 14377 | 10686 | 13391 | 8071 | 7100 | 3490 |
| Vancouver Harbour | 52276 | 42098 | 27902 | 29870 | 30576 | 51373 | 41534 | 27633 | 29835 | 30505 | 903 | 564 | 269 | 35 | 71 |
| Vancouver International | 267920 | 262643 | 227598 | 222671 | 218689 | 267749 | 262528 | 227440 | 222526 | 218689 | 171 | 115 | 158 | 145 | - |
| Victoria | 179351 | 187611 | 157222 | 156683 | 164408 | 99550 | 103249 | 94580 | 94251 | 103186 | 79801 | 84362 | 62642 | 62432 | 61222 |
| Villeneuve | 155464 | 131384 | 112158 | 95678 | 86829 | 33000 | 30933 | 26776 | 24295 | 21937 | 122464 | 100451 | 85382 | 71383 | 64892 |
| Waterloo-Wellington | 133117 | 104759 | 86283 | 77325 | 79434 | 45807 | 35420 | 30207 | 28426 | 27571 | 87310 | 69339 | 56076 | 48899 | 51863 |
| Whitehorse | 83060 | 74513 | 46347 | 38755 | 43261 | 37579 | 37733 | 28083 | 24336 | 25810 | 45481 | 36780 | 18264 | 14419 | 17451 |
| Windsor | 71761 | 66449 | 60422 | 52828 | 45611 | 31140 | 27190 | 22979 | 22373 | 22109 | 40621 | 39259 | 37443 | 30455 | 23502 |
| Winnipeg International | 148151 | 153439 | 134818 | 130263 | 137147 | 115240 | 117613 | 103735 | 96218 | 98382 | 32911 | 35826 | 31083 | 34045 | 38765 |
| Yellowknife | 60463 | 66117 | 51795 | 51837 | 53117 | 37399 | 42179 | 33662 | 32255 | 32079 | 23064 | 23938 | 18133 | 19582 | 21038 |
| TOTAL | 7065403[1] | 6700662 | 5589767 | 5272366 | 5067194 | 3697530[1] | 3569176 | 3067161 | 2912498 | 2966233 | 3367873[1] | 3131486 | 2522606 | 2359868 | 2100961 |

[1] Includes figures for Inuvik 26843 total, 23725 itinerant and 3118 local movements.
This airport was decommissioned May 15, 1980.
Incluant les chiffres suivants pour Inuvik 26843 total, 23725 itinerants et 3118 locaux.
La tour de contrôle de cet aéroport a été fermée le 15 mai 1980.

## APPENDIX "B"

### Pertinent Items Relating to 1984 Air Traffic

Air Canada began a new cargo service between Toronto, Mirabel and Brussels, effective January 7, 1984.

American Airlines commenced a new service on January 10, 1984 linking Western Canada to Houston, Texas with flights operating to/from Edmonton, via Calgary.

Data for Qantas Airways at Vancouver International Airport were estimated for January 1984.

Pacific Western Airlines discontinued its direct flights to Seattle to/from Victoria International on February 5, 1984.

Tradewinds Airways began to operate scheduled cargo flights between London/Gatwick Airport, England and Toronto/Lester B. Pearson Int'l on March 18, 1984.

Pilgrim Airlines commenced a new service to Montreal International on April 2, 1984.

Olympic Airways commenced a new service on June 4, 1984 linking Canada to Athens, Greece with flights operating to/from Toronto, via Montreal.

Yugoslav Airlines commenced a new scheduled service on November 1, 1984 linking Canada to Yugoslavia with flights operating to/from Toronto/Lester B. Pearson Int'l via Montreal-Mirabel Int'l.

America West Airlines, Inc. commenced a new scheduled service between Calgary and Las Vegas, Nevada on November 1, 1984.

Nordair began transborder service between Mirabel International Airport and Fort Lauderdale on November 9, 1984.

The operations of South Pacific Island Airways were suspended by the Federal Aviation Administration (FAA) in November 1984.

The significant increases at the airports located in the Atlantic provinces in 1984 compared to 1983 can be explained largely by the reduction or suspension of Eastern Provincial operations in the first two quarters of 1983 due to a labour dispute.

CP Air announced a Fall seat sale with discounts on regular round-trip economy fares of up to 65%. This seat sale also included Eastern Provincial Airways, Air B.C., and Pem-Air, and was effective from October 2 through December 16. Air Canada announced that it would offer identical fares.

# APPENDIX "C"

## GLOSSARY OF TERMS

The following are the definitions of the terms which are used in this review. They are divided into two sections, the first being those definitions relating to Air Passenger and Cargo traffic, and the second being Aircraft Movements.

1. Air Passenger and Cargo Traffic

| | |
|---|---|
| Arriving | The total passengers, mail, and cargo arriving on an aircraft at an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic deplaned (i.e. terminating plus connecting traffic). |
| Cargo (Revenue) | Refers to all air freight, air express and excess baggage for which any tariff is charged. Cargo does not include mail and stores, or passenger baggage for which no charge is made. |
| Departing | The total passengers, mail, and cargo departing on an aircraft from an airport. It includes traffic remaining on board the aircraft (i.e. transiting traffic) as well as traffic enplaned (i.e. originating plus connecting traffic). |
| Deplaned | The total passengers, mail and cargo off-loaded from an airplane at an airport. It therefore consists of connecting traffic (interline and intraline transfers) as well as that terminating at the airport. At airports where the flight number changes, all arriving traffic is reported as being deplaned, although this may not actually be the case. |
| Domestic | Refers to a flight from a Canadian point to another Canadian point. |

| | |
|---|---|
| Enplaned | The total passengers, mail, and cargos put onto an aircraft at a particular airport. It therefore consists of connecting traffic (interline and transfers) as well as that originating at the airport. At airports where a flight number changes, all departing traffic is reported as being enplaned, although this may not actually be the case. |
| Freight | (ICAO Definition) - All air freight including air express and diplomatic bags but not passenger baggage. |
| International | Refers to a flight to or from a non-Canadian airport. It is further sub-divided into "transborder" and "other international". |
| International Air Charters | Refers to charter flights performed by aircraft having a maximum authorized take-off weight of more than 18,000 pounds. Includes transportation operations where the entire capacity of an aircraft has been engaged by one or a limited number of charterers for flights between Canada and any other country. Charters are classified as passenger/cargo flights. |
| Mainline Unit Toll | That type of unit toll operation carried out by Air Canada, CP Air and the four Regional Carriers (Eastern Provincial Airways, Québecair, Nordair, and Pacific Western Airlines) as well as the sub-contracted service by these carriers. Norcanair's class 1 services are also included under mainline unit toll starting in 1977. The term applies to similar services of foreign air carriers to/from Canada. |

| | |
|---|---|
| Other International | Refers to an international flight to Canada from an international point other than in the United States (including Alaska and Hawaii), or from Canada to an international point other than the United States (including Alaska and Hawaii).<br>NOTE: Prior to 1968, Hawaii was included in "other international". |
| Revenue Passenger | Refers to passengers paying 25% or more of the normal applicable fare. (Airport Activity Survey). |
| Scheduled | Now referred to as mainline unit toll. |
| Transborder | Refers to an international flight to Canada from the United States (including Alaska and Hawaii), or from Canada to the United States, (including Alaska and Hawaii). |
| Unit Toll | Refers to the public transportation of persons, mail and goods on a toll per unit basis, i.e. per passenger, per package or per pound of goods. |

2. Aircraft movements

**Air Carrier** — All civil aviation activities which have been assigned an ICAO or Canadian Domestic designator* and with classes 1, 2, 8 and 9-2 regardless of aircraft weights, and classes 3, 9-3, 4 and 9-4 with aircraft greater than 12,500 pounds gross take-off weight.

**Aircraft Movement** — An aircraft landing or an aircraft take-off. Aircraft movements are classified as either "itinerant" or "local". Simulated approaches (missed instrument or practice instrument approaches without landing) are included in local aircraft movements. Itinerant aircraft movements are reported on the basis of "place arrived from" or "departed to". Over-flights are not reflected in data published by Transport Canada on the aircraft movement survey.

*See Appendix of Aircraft Movement Statistics publication, TP 577, produced by the Aviation Statistics Centre.

**Charter Service**

Public transportation of passengers and goods at a toll per mile or per hour for the hire of all or part of the capacity of an aircraft. The charter category for airports with towers includes only those movements, by designated air carriers, of aircraft with a gross take-off weight of 18,000 pounds or more. Lighter aircraft are included under "other commercial" movements. For non-designated air carriers all charter movements are included under "other commercial" movements. At airports without towers all designated air carrier charter movements are accounted for under "Air Carrier", which also includes the unit toll movements. For non-designated air carriers, all charter movements are recorded under "other commercial" movements.

**Government Civil**

Aircraft owned by federal, provincial and municipal bodies as well as foreign states, but excluding those owned by crown corporations, boards and commissions.

**Government Military**

Aircraft of any branch of the armed forces of any nation.

**Itinerant Movements**

Itinerant aircraft are considered as:
a) aircraft proceeding to or arriving from another location; or
b) aircraft that leave the circuit but will be returning to land.

**Local Movements**

Local aircraft are considered as aircraft which remain in the circuit.

**Other Commercial**

Flights performed by commercial aircraft operators not included in either Air Carrier Unit Toll or Air Carrier charter categories. At airports with towers, it therefore includes:
a) all unit toll and charter movements by non-designated air carriers
b) charter movements by designated carriers of aircraft with a gross take-off weight or less than 18,000 pounds, and
c) non-transport movements by both designated and non-designated carriers.

At airports without towers, "other commercial" refers to all unit toll, charter, and non-transport movements by non-designated air carriers.

Private Aircraft — Aircraft used solely for private purposes, not for hire and compensation which are classified as "Private" or "Private Restricted" in the Canadian Civil Aircraft Register or similar Registers of other countries. Owners include individuals, groups and business firms.

Simulated Approaches — Movements that are either missed instrument or practice instrument approaches without landing. (NOTE: Since May 1, 1972, simulated approaches have been grouped under "local movements" and no longer under "type of operation". Prior to June 1, 1971, simulated approaches were counted at source as only one movement. From June 1, 1971 to the present time, simulated approaches have been counted as two movements.)

## APPENDIX "D"

## REFERENCES

The data sources for the report were:


(1) Air Transport Association of America

(2) Airline Quarterly-Airline Economics Inc., June 1985

(3) Aviation Daily

(4) Aviation Statistics Centre, Statistics Canada

(5) Flight International, June 1985

(6) International Air Transport Association (IATA)

(7) International Civil Aviation Organization (ICAO)

(8) International Travel Section, Financial Flows and Multinational Enterprise Division, Statistics Canada

(9) Statistics and Forecasts, Policy and Strategic Planning, Air, Transport Canada